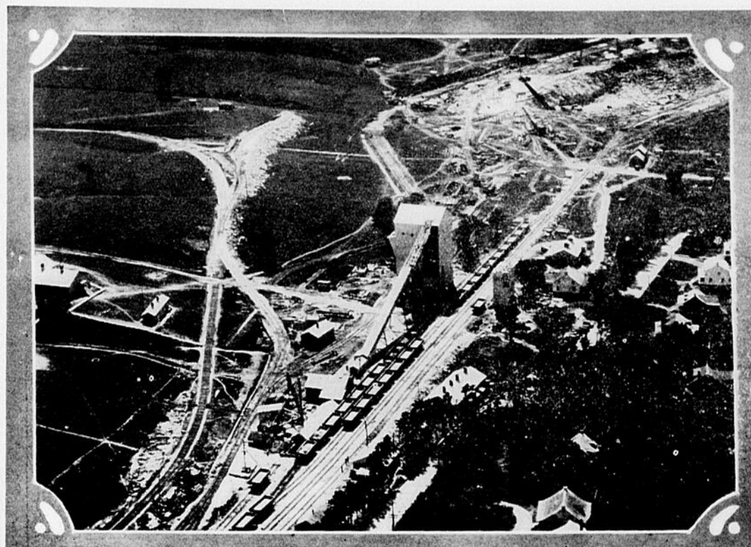
The Huntingdon Gleaner

THE LEADING ADVERTSING MEDIUM IN THE DISTRICT OF BEAUHARNOIS

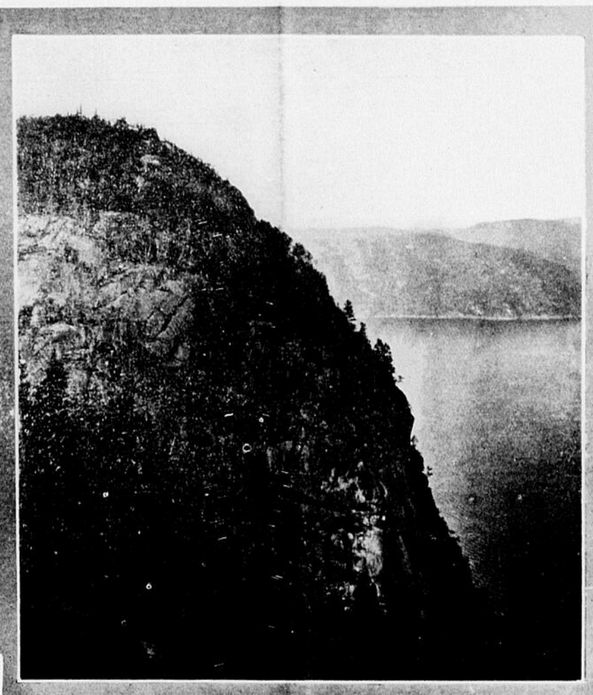
SIXTY-EIGHTH YEAR | HUNTINGDON, QUE., WEDNESDAY, OCTOBER 8th, 1930 | PAGES ONE TO EIGHT

Scenes of Beauty, Agriculture & Industry



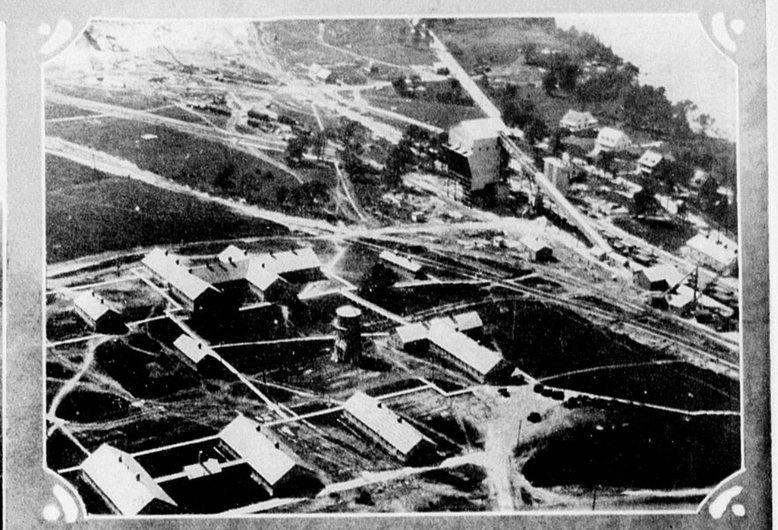
Aerial view of the stone crusher and cement mixing plant at Beauharnois Power Corporation works in Beauharnois.

Photo by Compagnie Aérienne Franco Canadienne



Huge walls of solid stone border the Saguenay River casting dim shadows on the water.

Photo by courtesy Canada Steamship Lines

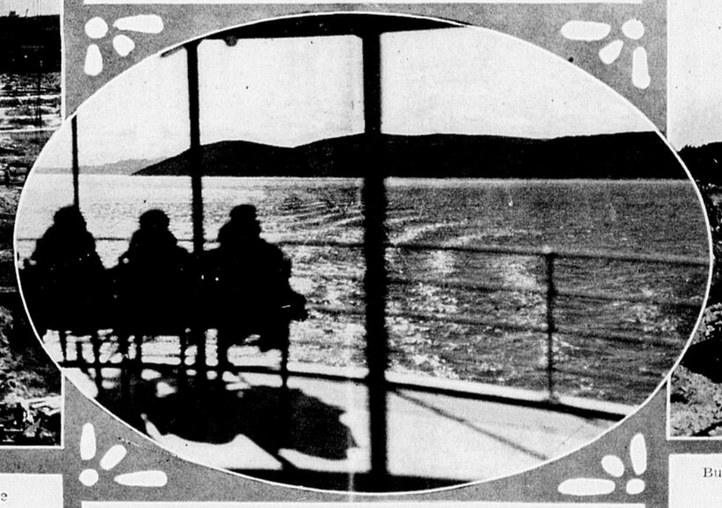


Aerial view of a portion of the Beauharnois Power Corporation construction camps, stone crushing plant and along the lake shore can be seen a few of the homes moved from the confiscated farms.

Photo by Compagnie Aérienne Franco Canadienne

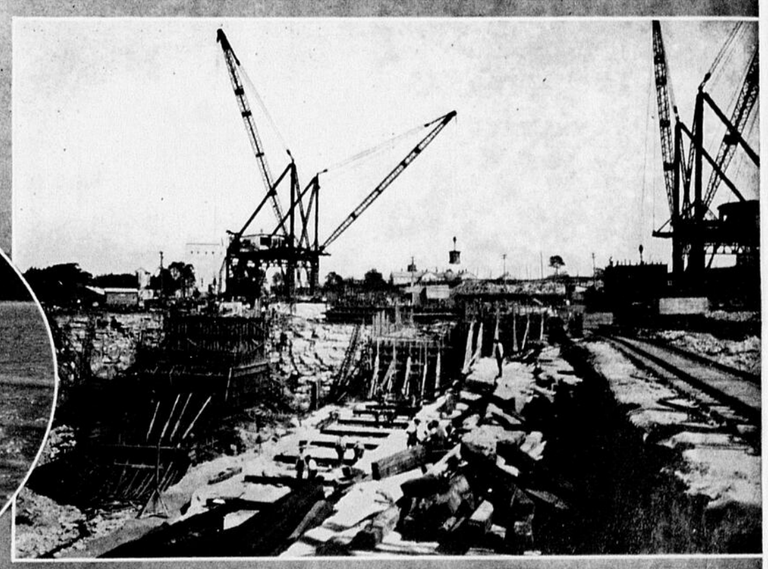
Typical view of the stone formation that forms the base of the gigantic power house of Beauharnois Power Corporation.

Photo by courtesy Beauharnois Power Corporation



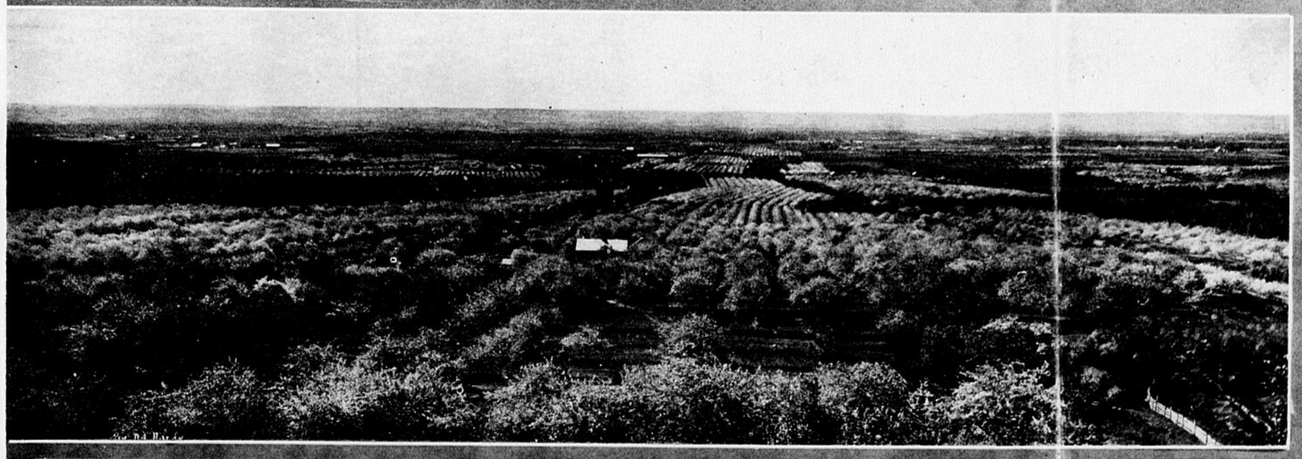
In the refreshing breezes on the beautiful scenic St. Lawrence river.

Photo by courtesy Canada Steamship Lines



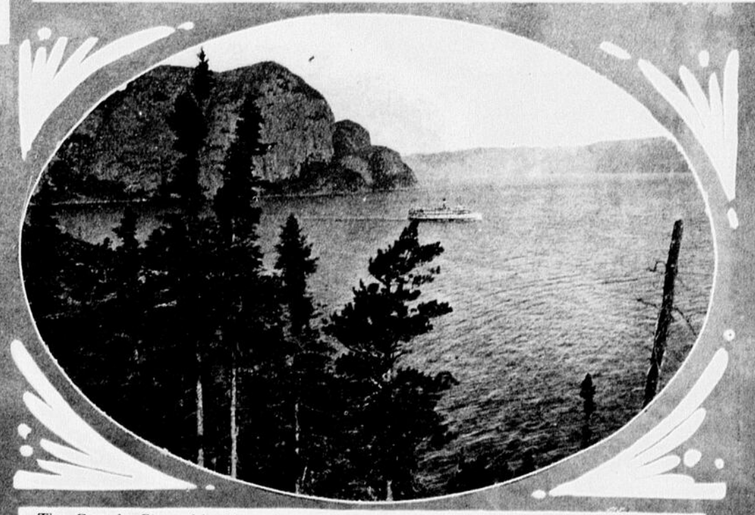
Building the cement abutments for the Beauharnois Power Corporation power house.

Photo by courtesy Beauharnois Power Corporation



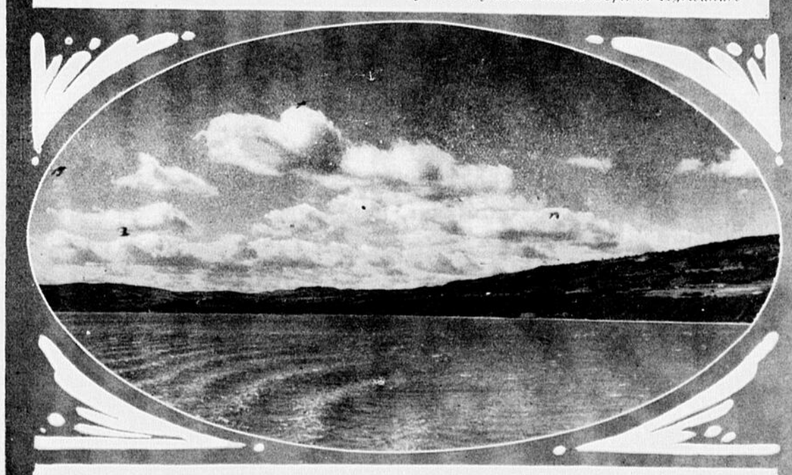
A typical view of the "Blooming Orchards" of the Annapolis Valley, N. S.

Photo by courtesy Nova Scotia Dept. of Agriculture



The Canada Steamship Lines favoured, Saguenay River passenger steamer with Cape Eternity in the background.

Photo by courtesy Canada Steamship Lines



A view taken near Tadoussac, at the mouth of the Saguenay River.

Photo by courtesy Canada Steamship Lines

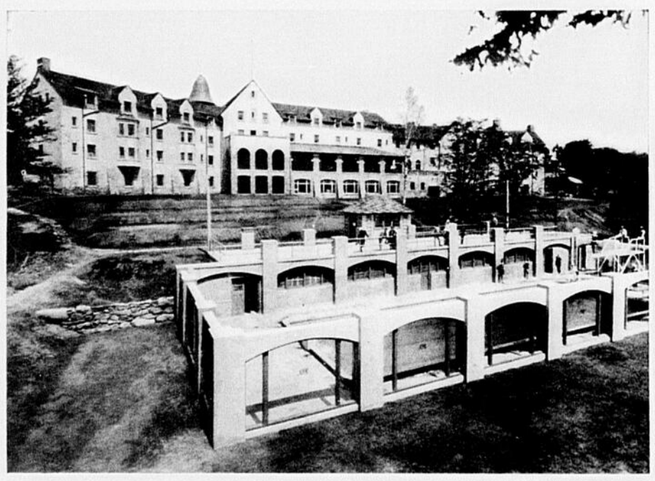
A view of the five counties in the Annapolis Valley taken from the Look-off. The Bay of Fundy is in the distance. The apple orchards were in bloom when picture was taken.

Photo by courtesy Nova Scotia Dept. of Agriculture

The Monarch in New Brunswick.

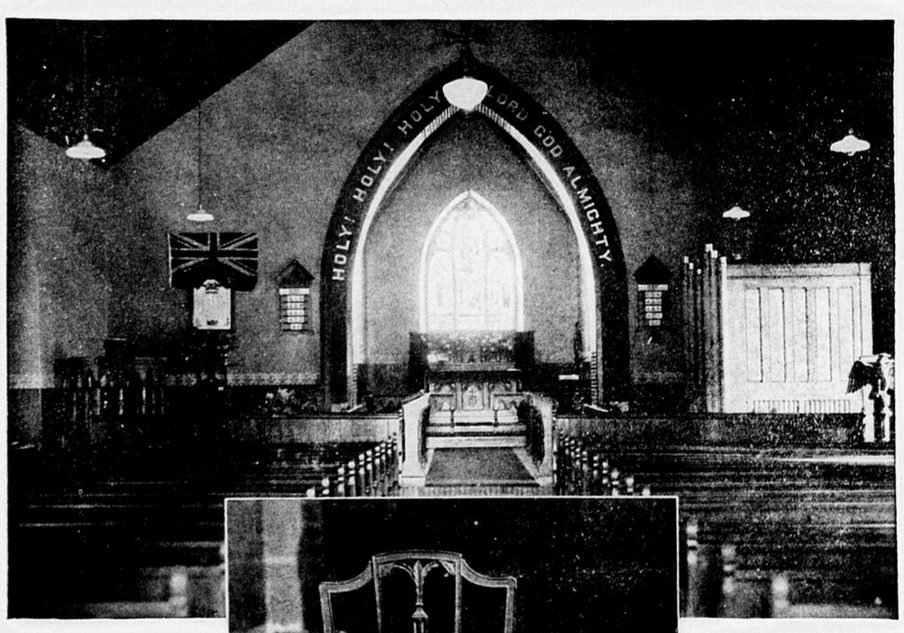
The Monarch of the Forest of New Brunswick caught in a receptive mood by the camera man.
Photo, Courtesy of the C. N. R.

Pines Hotel, Digby, Nova Scotia

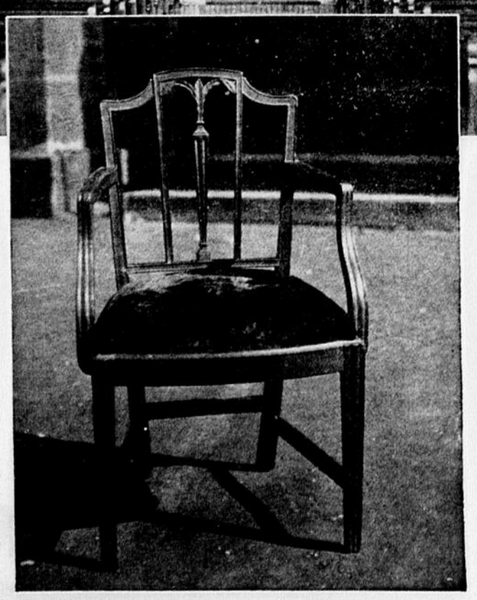


Recently built by the Dominion Atlantic Railway Co. A pleasure resort hotel beautifully located overlooking the Bay of Fundy.
Photo, Courtesy of the C. P. R.

St. George's Church, Cape Breton.



The above picture shows an interior of the historic old church which houses the chair.

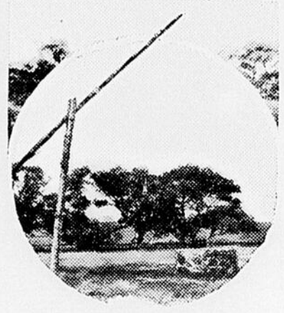


To the right is shown picture of the chair presented to St. George's Church, Sydney, Cape Breton, by Admiral Lord Nelson when he visited that port during his search for the French fleet.
Photo, Courtesy of the C. N. R.

The Lord Nelson, of Halifax, N. S.

The Lord Nelson was recently opened by the C. P. R. It faces the noted Public Gardens, in the center of the city of Halifax.

"Evangeline Well"



Evangeline Well in the Memorial Park, Grand Pré is where the blacksmith's tools were unearthed in sufficient numbers to justify the tradition that this was the site of the village smithy over which "Basil the Blacksmith" presided.

Scene Near Huntingdon

The Home of
Fruits & Vegetables

Quality is the byword for fruits and vegetables purchased at
LAMB'S
They are always the best.

Daily Newspapers and Periodicals
Novelties and Toys
Chocolates and Candies
Tobacco and Cigarettes

Headquarters for
Edwards Photo-Finishing

C. H. Lamb, Huntingdon
Phone 73W

N. A. Ostiguy
"The Furrier"

- New Store Opened -

Handsome
Fur Coats

In the one of a kind models.

A comprehensive collection of exquisite fur coats at prices which insure great savings.

Styles are newest.

Furs are the finest.

Featured are Hudson Seal, Caracul, Squirrel Muskrat and Racoon Coats, etc., of excellent workmanship.

N. A. Ostiguy
Valleyfield. - - Que.

DION'S Limited
VALLEYFIELD'S POPULAR STORE

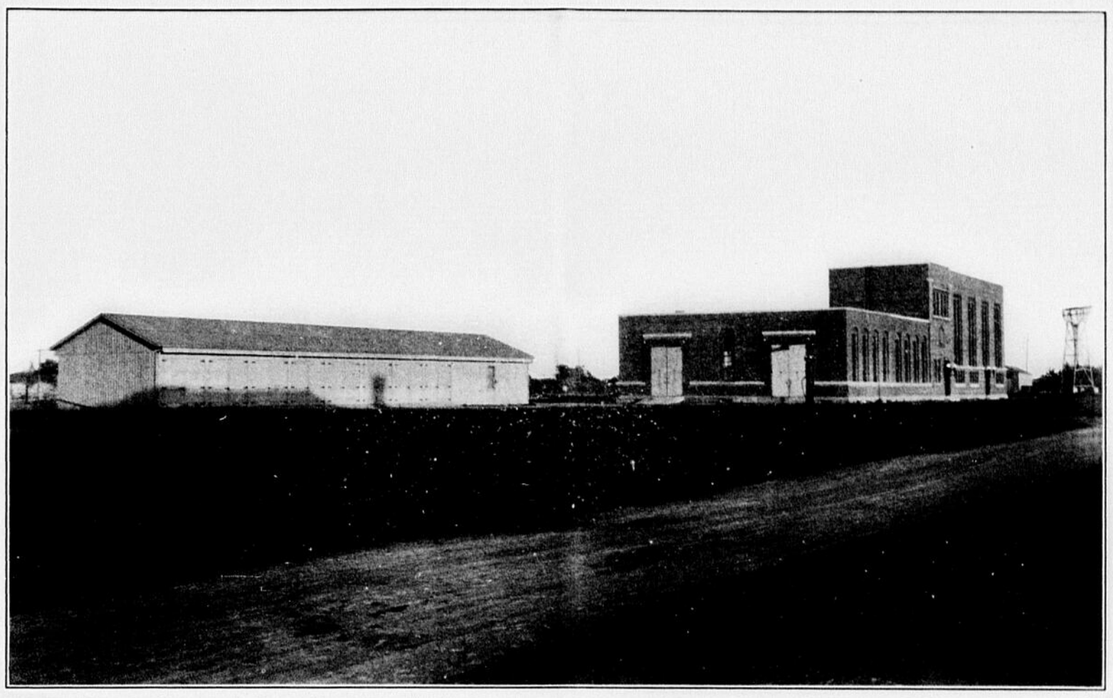
The largest Store in the Province outside of Montreal and Quebec.

Departmental---

In every Department you shall find the choicest assortment at much lower than city prices.

When you wish a complete assortment of the article you contemplate buying---Come to this Store.

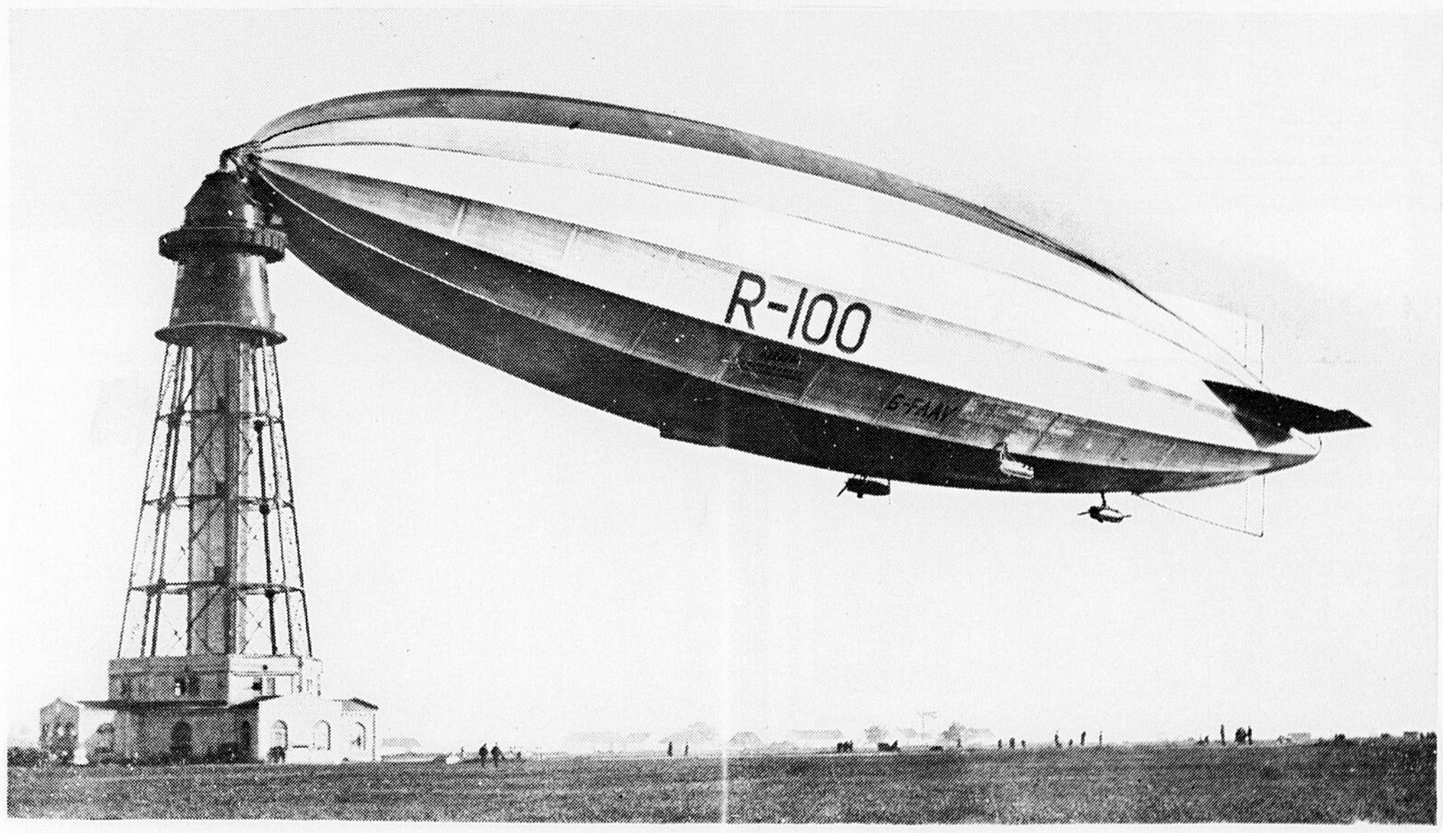
DION'S Limited
Victoria Street
Valleyfield, - - Que.



Valleyfield Sub-station of the Beauharnois Electric Co. Limited.

ELECTRIC POWER FOR ALL PURPOSES AT REASONABLE RATES

LARGEST DIRIGIBLE IN WORLD SAFELY MOORED

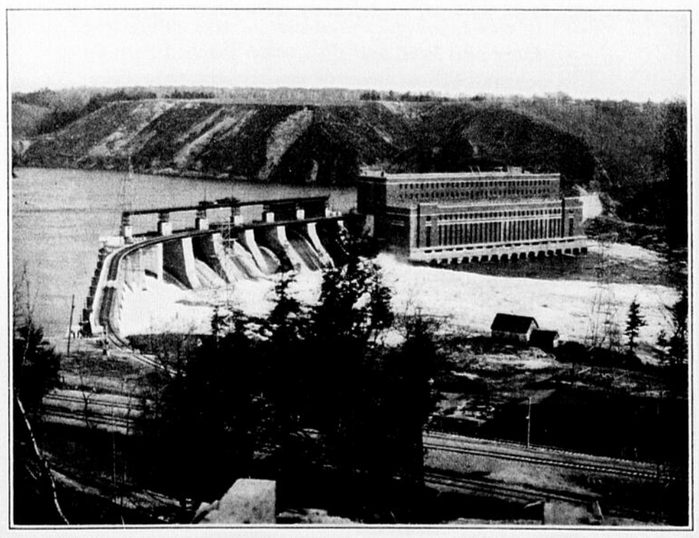


The mooring mast at St. Hubert air port with the R-100 moored to it.

The Power and Lighting for this important Port is supplied by the

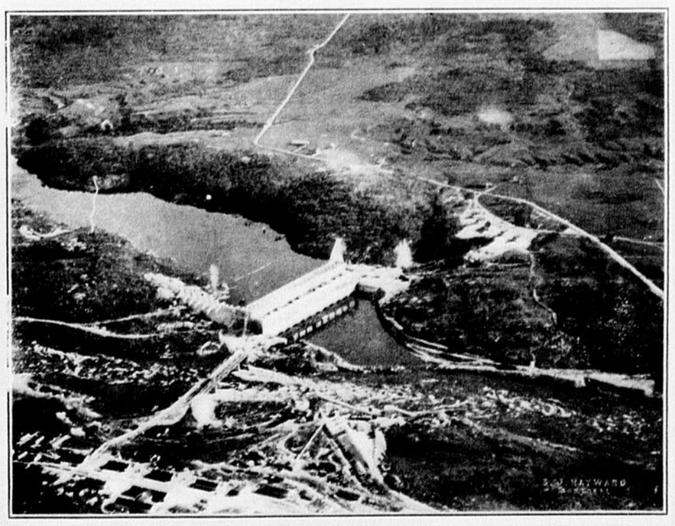
Beauharnois Electric Co. Limited

Shawinigan Service

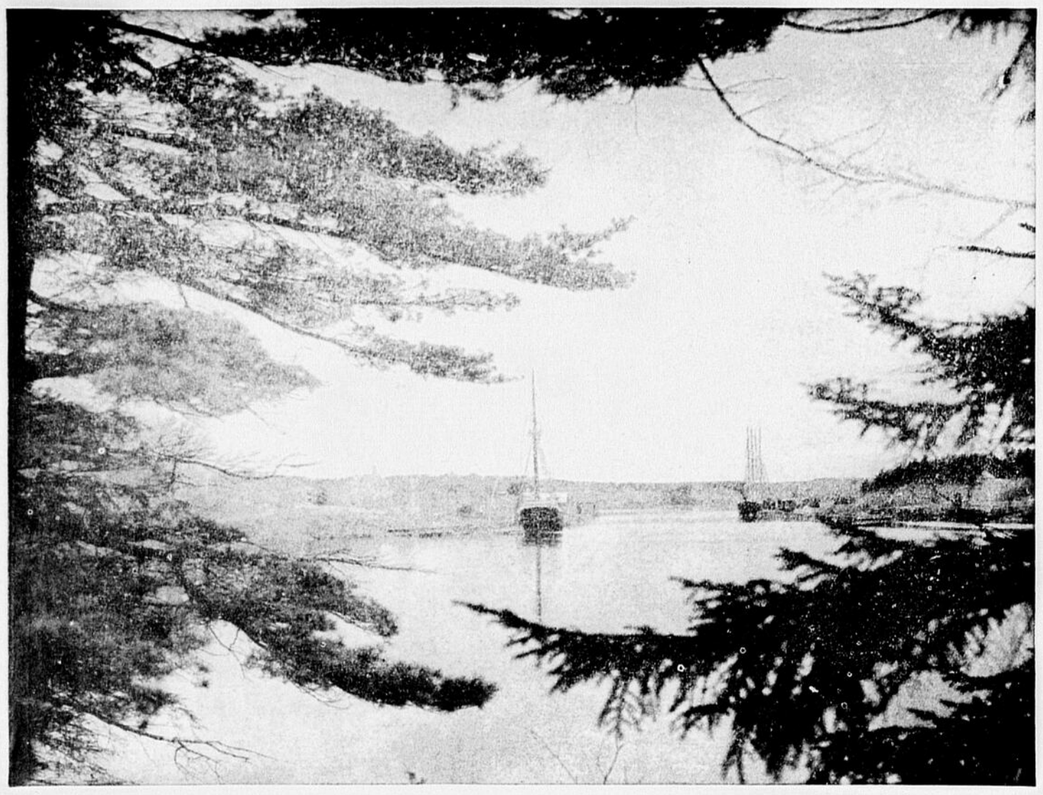


General View of Power Development, Lagabelle.

Aerial View Shawinigan Falls showing St. Maurice River, Shawinigan Falls, Almaville, The Dams, Gatehouse, Log Chute and Gorge.

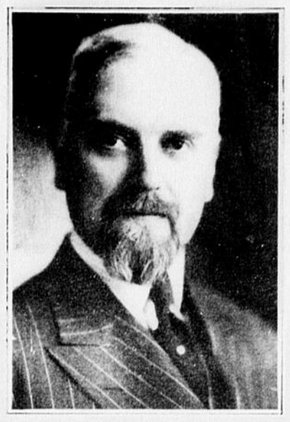


Duke-Price Power House on Saguenay River, Lake St. John District, P.Q. Latest Source of Power connected to Shawinigan Water & Power Coys'. Transmission System.



A scene at Bridgewater, N. S. *Photo, Courtesy of the C. N. R.*

Silk Authority



Ernest W. Brupbacher

President and General Manager of the new silk mill in Valleyfield. Mr. Brupbacher was born in Waedenwil near Zurich, Switzerland, on May 24, 1881, and is considered one of the foremost authorities on broad silk in Canada. He has been in the silk business practically all his life, has been connected with the largest broad silk people in Switzerland. He has considerable connection all over Europe and spent a number of years on the London market. He is a brother of C. J. Brupbacher & Co., large bankers in Zurich. Mr. E. W. Brupbacher came to Canada on the 27th of June, 1912, to establish himself as a manufacturers' agent and silk importer in Toronto, and is naturalized Canadian.

Vice-Pres. of Brupbacher

J. Leslie Hodges

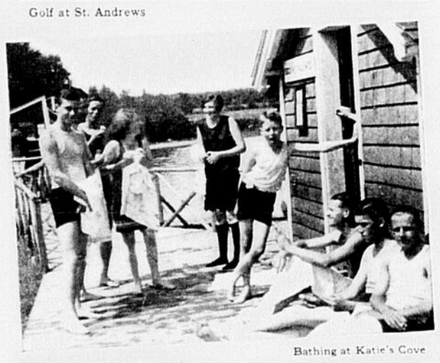
Who was born in Montreal in 1892, and has had considerable experience in textiles. Learning the textile business with his uncle's firm, J. H. Hodges & Company, who were large importers and manufacturers' agent. In 1915 he joined the firm of E. W. Brupbacher, opening up an office in Montreal as manager for Montreal and Eastern Canada; which firm grew very rapidly. When that firm was made a limited company in 1923, he became a director, and now becomes Vice-President and Eastern Manager of the Brupbacher Silk Mills Limited. Mr. Hodges has a large connection amongst the trade and has seen the possibilities of broad silk manufacturing in Canada.

"The Chiffon King"

Eric Muelberger

Who is a silk manufacturer and a director of Brupbacher Silk Mills Limited Valleyfield, is considered one of the foremost authorities on broad silk in America. He learned his business in Europe and has had considerable experience in Germany, Switzerland and France. He was one of the first to successfully introduce into broad silk manufacturing the automatic loom which is the latest device for weaving broad silk. He controls mills in Worcester, Mass., and is known today in the American market as the "chiffon king."

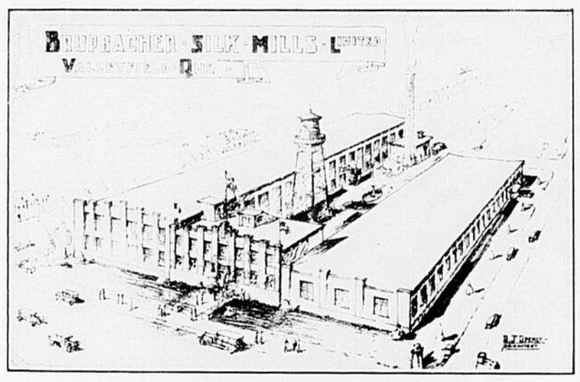
Golf at St. Andrews



Bathing at Katie's Cove

Scenes in New Brunswick
Photo, Courtesy of the C. P. R.

Above is shown an "old-timer" of the deep seas, with the king of game fish, the tuna.
Photo, Courtesy of the C. N. R.

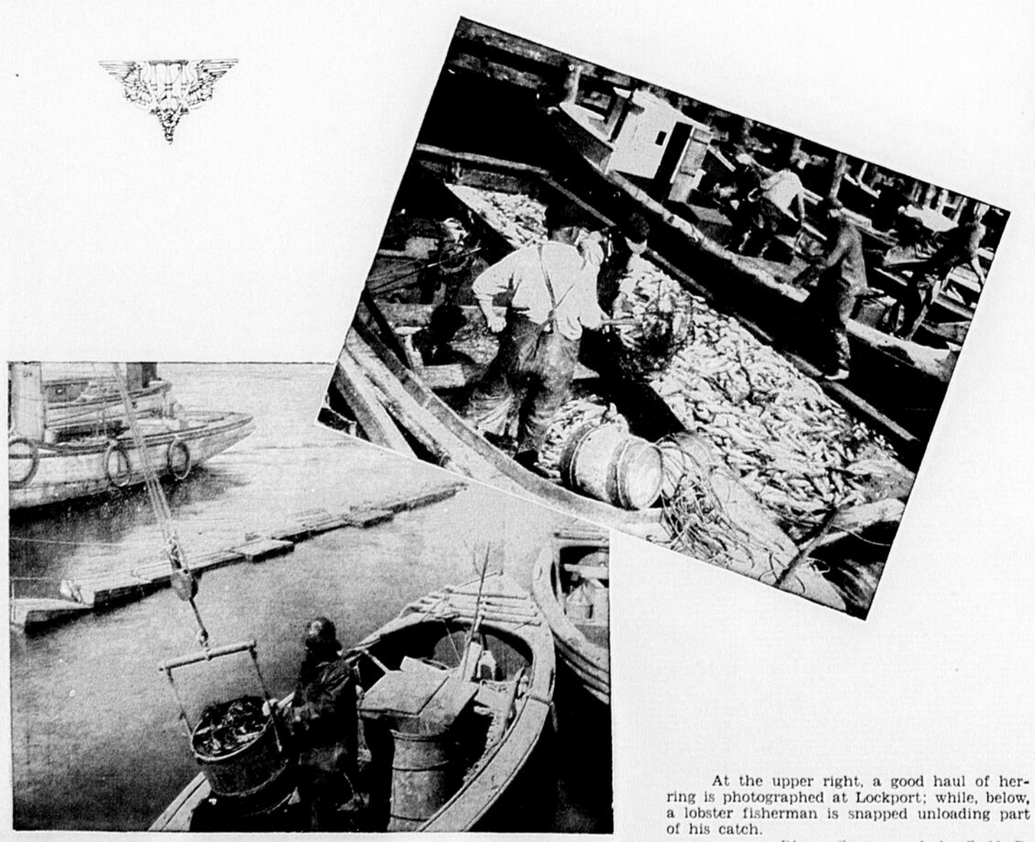


Where 2,000,000 yards of silk will be manufactured annually

Secretary Treasurer

H. H. Haydon

Head of the Montreal investment banking firm of Haydon and Co. Limited and who is the secretary-treasurer and director of the Brupbacher Silk Mills at Valleyfield.



At the upper right, a good haul of herring is photographed at Lockport; while, below, a lobster fisherman is snapped unloading part of his catch.
Photo, Courtesy of the C. N. R.

SO THERE WERE NO BAD TEMPERS

It was raining cats and dogs and she knew Janet and Fred and the crowd would be starting in half an hour or so. By the time they got there the roads would be just plain mud and they certainly couldn't have their corn roast. It was no day to visit a farm. Everybody would be grumpy — especially at her.

Then she thought of the telephone. Two minutes later she was talking with Janet and the situation was saved. They would keep the corn roast for Saturday and come early for a real day of it.

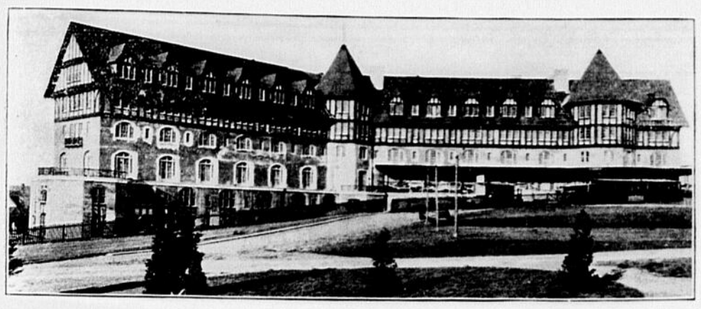
So there were no bad tempers and hard words and everybody said what a thoughtful girl she was — all for a call that cost 30 cents.

In emergencies nothing can equal the telephone. Out-of-town calls are so easy to make and so dependable. And they are quicker now than ever before.

Evening rates on "Anyone" (station-to-station) calls now begin at 7 p.m. Night rates begin at 8.30 p.m. Just give "Long Distance" the number you want — it speeds up the service. If you don't know the distant number, "Information" will look it up for you.

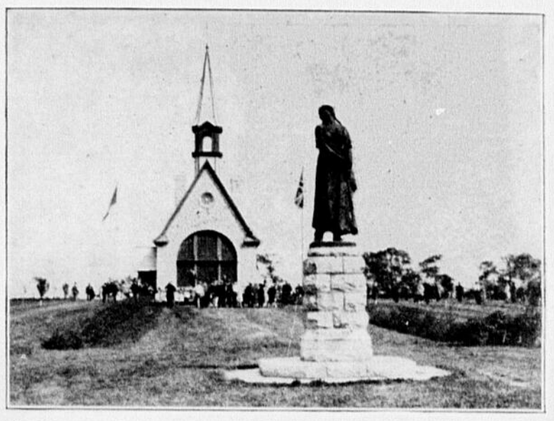
THE BELL TELEPHONE COMPANY OF CANADA — LOCAL LONG DISTANCE TELEPHONE

L. Gauthier,
Manager

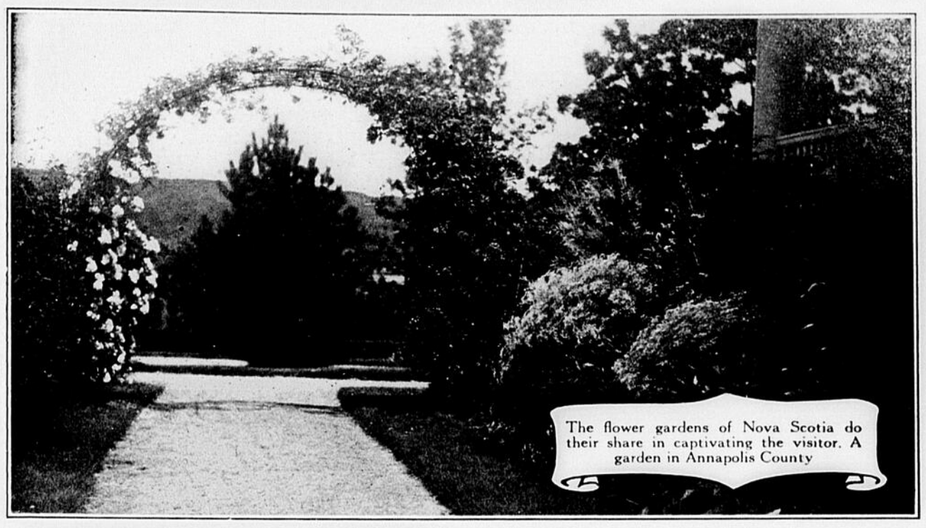


Algonquin Hotel, St. Andrews, N. B. *Photo, Courtesy of the C. P. R.*

Montreal Cotton Co's. Barns, Valleyfield, Que.



The Memorial Church in the Park at Grand Pré. In the foreground is the "Evangeline" statue. *Photo, Courtesy of the C. P. R.*



The flower gardens of Nova Scotia do their share in captivating the visitor. A garden in Annapolis County

Probable Provincial Treasurer

Mr. Gordon Scott,
who is spoken of as the probable Quebec Provincial Treasurer in succession to Hon. A. R. McMaster.

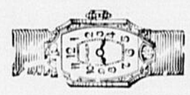
View of the Cornwallis Valley, a very rich orchard country watered by the Cornwallis River. Reached from Kentville on the Dominion Atlantic Railway and Highway Route 1

GRUEN WATCHES

The gift of gifts
..the engagement ring!

Nothing, perhaps, should be chosen with more care than the engagement ring. It must be as perfect as the sentiment it expresses . . . How natural, then, for you to seek the counsel of experts when you buy this precious stone . . . Especially, when our professional advice adds nothing whatever to the cost of your diamond . . . Many interesting designs from $50.

Gruen Cartouche set with 8 diamonds $75



Other Gruen diamond-set designs $65 to $450

W. S. Brown
Jeweller & Optometrist,
Phone 50, - - - - - Huntingdon.

Fire Never Gives Warning.

Are you fortified to fight it?

EXAMINED
under the Standard
of the
National Board of Fire Underwriters
by the
National Fire Protective Association
Accepted by the
Canadian Underwriters Association
and the
Government Inspectors
and approved for use in
Churches, Convents, Colleges, Apartment Houses, Factories, Mills,
and
Mercantile Risks

Every "Insurance" bears the Underwriters Label

All fires have a small beginning, and the first few moments determine whether it will be merely a blaze, or a serious outbreak.

One of the best mediums for extinguishing fire in its incipient stage is the Hand Chemical Fire Extinguisher.

Why Extinguishers are recommended.—In an authentic report on How Fires Are Put Out, it was stated that of 12,825 fires reported, 4067 of them, or almost one-third, were put out with "Chemical Extinguishers."

Fire Extinguishers of All Types

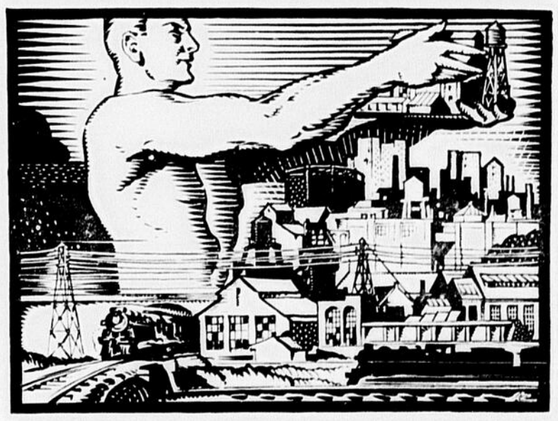
Fire Hose

Fire Department Supplies

General Rubber Goods

THE
Canadian Fire Hose Company, Limited
Fire Fighting Equipment
827 Notre Dame St. West
MONTREAL

OPENING THE
TREASURE CHEST OF CANADA



Products *made with* Shawinigan Power

HYDRO-ELECTRIC power, supplied by The Shawinigan Water and Power Company enters vitally into the production of an amazing variety of goods manufactured in the Province of Quebec. For instance, among them are:

Agricultural Implements
Aluminum
Artificial Silk
Asbestos Products
Boots, Shoes and Clothing
Bread, Biscuits and Confectionery
Calcium Carbide, Acetylene Gas, and many other Chemical Products
Carborundum, Aloxite and Ferro-Silicon
Cement, Brick, Tile and Pottery
Cured Fish Products
Electrical Apparatus and Supplies
Explosives
Flour and Other Food Products
Furniture and Musical Instruments
Glass Products
Iron and Steel Products
Liquors, Malt and Distilled
Paints and Varnishes
Paper in all its forms
Railway and Tramway Rolling Stock
Rubber Goods
Ships and Boats
Textiles and Carpets
Tobacco Products

In addition, the Company supplies energy for mining, for running street railways, for lighting of cities and houses, for the operation of many forms of farm machinery, for refrigeration, for heating, for running elevators, for radio receiving sets, for the generation of steam, for cooking, washing, ironing, cleaning and many other duties in the home: the list is practically endless.

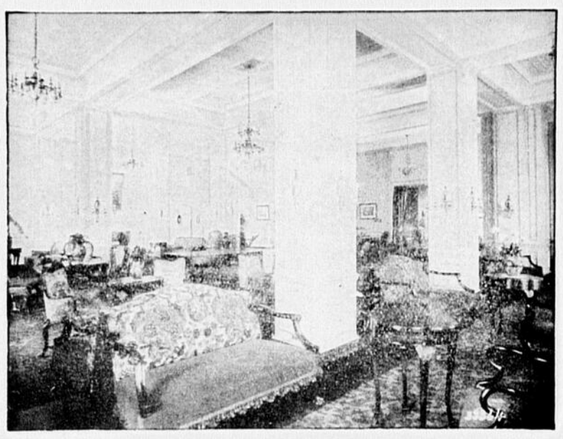
Three hundred and sixty-eight towns and municipalities in the Province of Quebec are supplied by The Shawinigan Water and Power Company with hydro-electric energy for industrial and domestic use.

* * * * *

DO YOU KNOW that The Shawinigan Water and Power Company transmits power from the North shore of the St. Lawrence River at Three Rivers to the South shore by means of an overhead cable with a span of 4,800 feet supported by towers 375 feet high, which height allows ocean liners to pass under the transmission line?

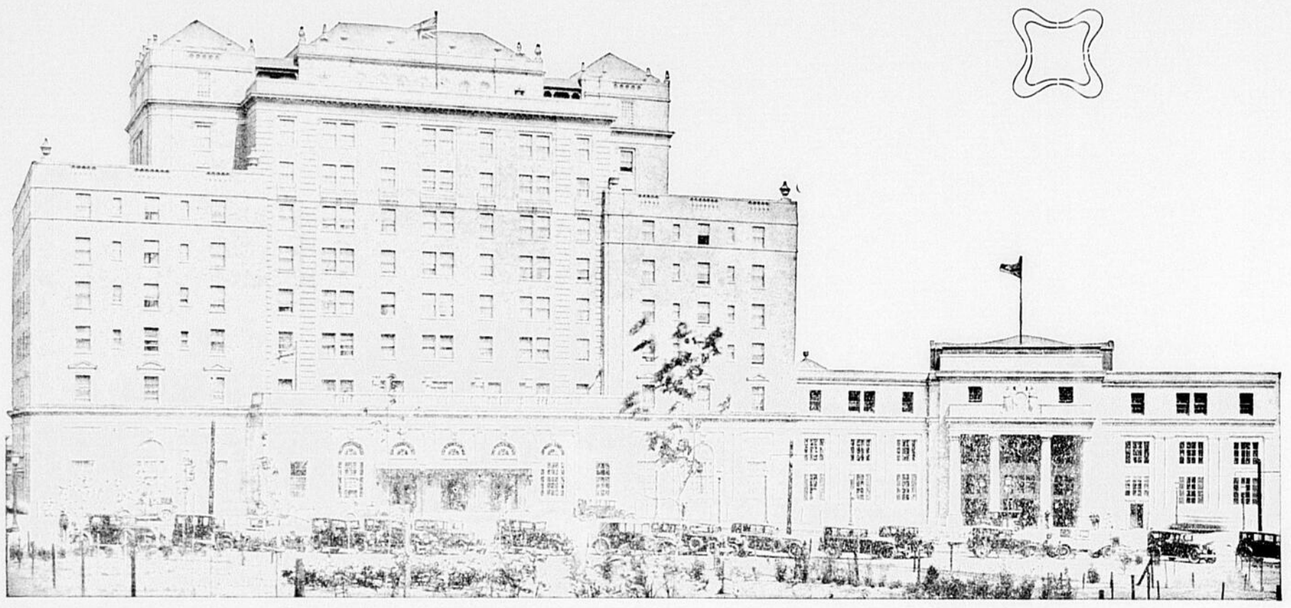
The SHAWINIGAN WATER AND POWER COMPANY

SW6B



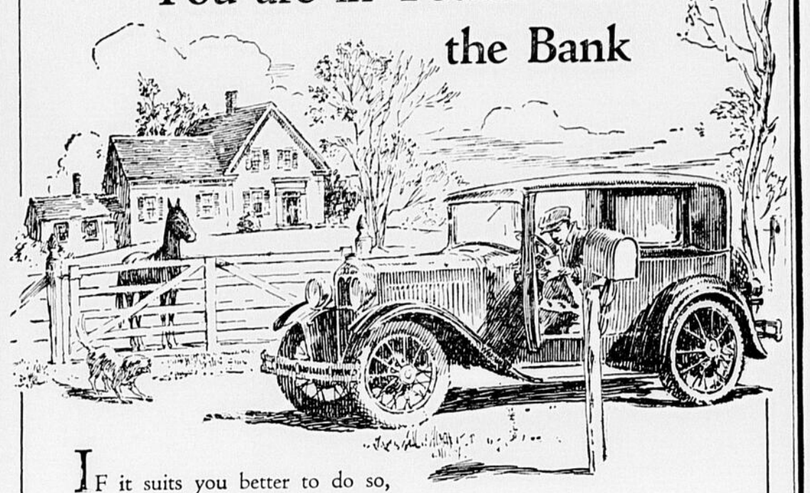
A photographic reproduction of the handsome drawing room of the new Nova Scotian hotel.
Photo, Courtesy of the C. N. R.

View of the main dining room, The Nova Scotian, recently opened at Halifax, N. S.
Photo, Courtesy of the C. N. R.



The Nova Scotian, the new Canadian National hotel recently opened at Halifax, N. S. At the right is shown the new Canadian National Railways Station, which adjoins the hotel.
Photo, Courtesy of the C. N. R.

If You are near a Post Box You are in Touch with the Bank



IF it suits you better to do so, you may do your banking by mail.

Your money is safer in the bank than at home. Send it, in any shape most convenient for you, to a Branch of the Bank of Montreal.

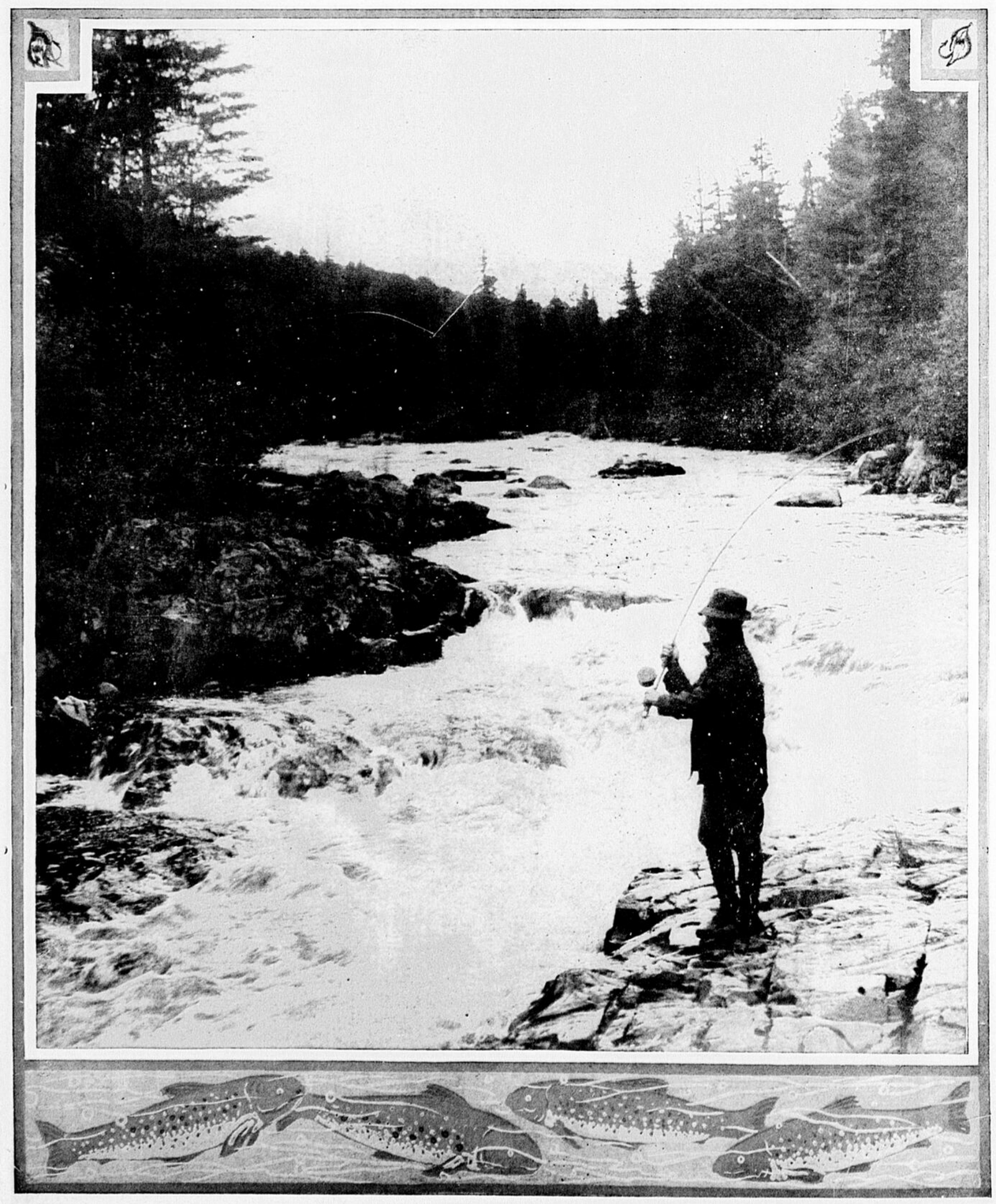
Cash should be sent by registered mail.

Write to any Branch for our booklet "Banking by Mail."

It may save you many a trip to town.

BANK OF MONTREAL
Established 1817
TOTAL ASSETS IN EXCESS OF $800,000,000
Huntingdon Branch—N. W. SPARROW, Manager

Real sport along the Clearwater River, N. B.



Where is the disciple of Izaak Walton who would not welcome the opportunity of "drowning a fly" in water such as this? Trout and grilse are both found in the Clearwater River, a tributary of the Miramichi in New Brunswick, one of Eastern Canada's noted salmon streams.
Photo, Courtesy of the C. N. R.

Shelf and Heavy Hardware

Tools of all kind
Building and Roofing Paper
Paint Glass and Oil

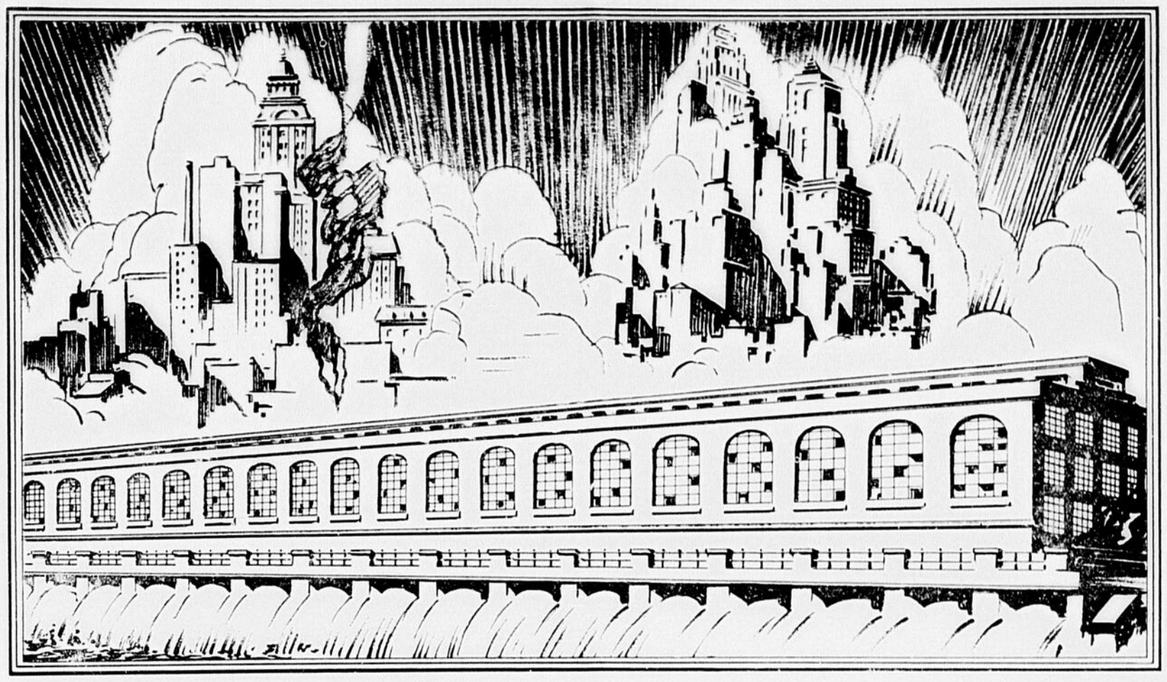
Stoves, Heaters

Findlay's Pipeless Heaters
General Building Hardware
Hard and Soft Coal

Wholesale & Retail

Satisfaction Guaranteed

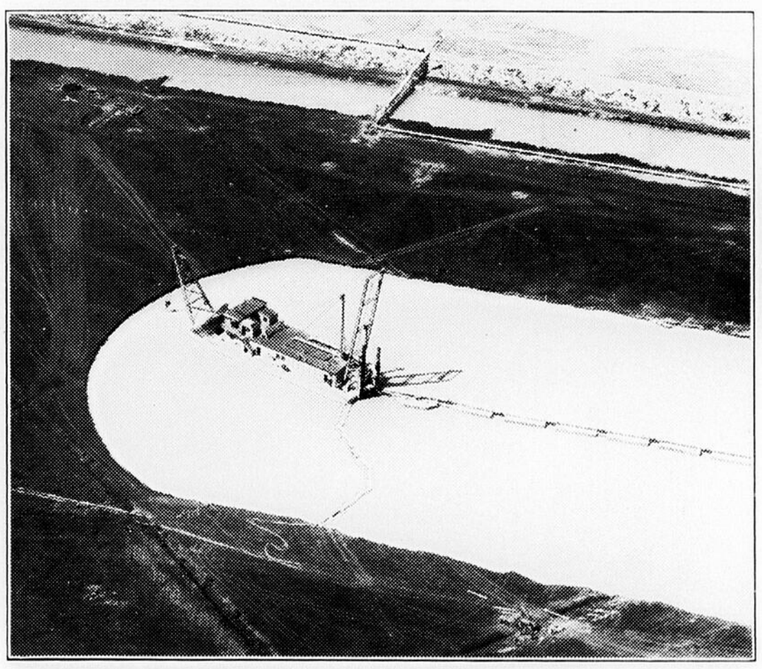
Besner & Chasle
NICHOLSON ST.
VALLEYFIELD, - - QUE.



New industries for CANADA

Work on the new Beauharnois Power Corporation development is well ahead of schedule. Concrete for the power house foundation is now being poured. This power house, when completed, will be 1,000 feet long and 60 feet deep.

The hydraulic dredge excavating for the canal is now moving 60,000 cubic yards of earth and rock daily, and one-third of the excavation work has already been completed.



Showing the hydraulic dredge at work excavating for the canal on the Beauharnois development.
Photograph by Compagnie Aerienne Franco-Canadienne

This is the largest single power development in the world. The initial installation will develop 500,000 h. p. and the flow of the river will permit an ultimate expansion up to 2,000,000 h. p. at this site.

Already four-fifths of the power from the initial development has been contracted for, and it seems inevitable that the next few years will witness remarkable industrial developments in the Beauharnois area. New industries will be attracted by cheap power and the ideal manufacturing facilities in this locality. Industries will attract population and call for ever-increasing supplies of raw material.

Already it is estimated that the Beauharnois construction program is providing employment for 5,000 men directly and indirectly.

Beauharnois is playing an important part in speeding up the industrial growth of the Dominion.

Beauharnois
Power
CORPORATION LIMITED

NOVA SCOTIA
THE
APPLE PROVINCE

Grow Apples in Nova Scotia

If you want to engage in a healthful and profitable vocation, grow apples in Nova Scotia.

Nova Scotia, known as "The Apple Province of the Empire" possesses a number of distinct Advantages:

1. The climate and soil of the fruit districts of Nova Scotia are especially suited to apple growing. Extreme heat or cold is not experienced and the annual rainfall is sufficient and well spread over each month of the year. Droughts are practically unknown. The average soil is deep and varies from a sandy to clay loam.

2. Trees are noted for their longevity. They bear good crops from sixty to one hundred years.

3. Fruit land and bearing orchards are sold on the basis of their productive value.

4. Three of the favorite six varieties of apples are recommended for commercial planting only in the province of Nova Scotia and the other three varieties are only recommended to a limited extent in other fruit sections outside of the province.

5. Nova Scotian fruit has the shortest rail haul and ocean voyage and lowest transportation costs to British and European markets.

6. Abundant supply of inexpensive package material is produced within the Province.

7. Plentiful supply of experienced labor.

8. Low cost of production.

9. The flavor of Nova Scotian apples is notably superior.

10. The fruit growing districts of Nova Scotia are also adapted to dairying, poultry raising and mixed farming.

For Further Information and Literature Write to

Nova Scotia Department of Agriculture

Halifax, Nova Scotia.

HON. O. P. GOUCHER,
Minister of Agriculture.

R. INNES,
Deputy Minister.

Population 1921 Census

Chateauguay County	13,557
Huntingdon County	13,174
Beauharnois County	19,888

The Huntingdon Gleaner

THE LEADING ADVERTISING MEDIUM IN THE DISTRICT OF BEAUHARNOIS

Population 1921 Census

	Eng.	Fren.
Chateauguay Co.	3,406	10,151
Huntingdon Co.	7,273	5,901
Beauharnois Co.	1,605	18,283

SIXTY-EIGHTH YEAR | HUNTINGDON, QUE., WEDNESDAY, OCTOBER 8th, 1930 | PAGES NINE TO SIXTEEN

Huntingdon

Another Old Place Being Demolished.—

In the history of Huntingdon, never have so many old places been torn down and thereby yield a place for a new structure or for the general beautification of the town. This week the Huntingdon Chateau Inc. have commenced the tearing down of the George Hyde house next the Chateau. When the house is demolished the lot will be graded and so generally beautify the surroundings of the Chateau.

Successful Church Supper

A very successful supper was held in St. John's Anglican Church basement on Wednesday evening. A number of visiting clergymen including Rev. W. T. Payne of Ormstown, Rev. J. H. Lummis, of Valleyfield; Rev. J. H. Miller and Rev. J. B. Maclean, D.D. of Huntingdon were in attendance.

The programme of an interesting nature was featured by an address from Canon Gower-Rees, rector of St. George's Anglican Church, Montreal.

The net proceeds from the supper amounted to $75.

Presentation to Burton Rankin.—

Mr. Burton Rankin thought something must be astir last Tuesday evening when about twenty of his men friends presented themselves at his domicile. After a pleasant evening of cards and music Mr. Frank Gardner arose and explained the object of their gathering, which was to present Mr. Rankin with a travelling bag on the occasion of his approaching marriage to Miss Van Vliet, and on behalf of those present expressed their good wishes for a happy wedded life. Burton, though surprised, very feelingly thanked the boys and stated that he was glad the happy custom of "showers" was no longer confined to the "fair sex."

Seven Looms Now in Operation

Work continues to progress at the mills of Hiram Leach & Son (Canada) Limited. The number of looms presently in operation is seven, and the number is steadily increasing. Additional lineshafting is being erected and when completed another eight looms will be quickly set in running order. When the plant is fully erected sixty looms will be operating. People desiring to purchase some of 6½% gold bonds of this company can do so by placing their subscriptions with the trustee, who is Mr. W. K. Philps.

Empire Garage Show Rooms Being Rebuilt

What to many of our readers is known as the old Stevenson Hall, and of late years has been the show-room of the Empire Garage, is now no more. The building was erected in 1894, and was formerly located on the lot now occupied by Mrs. W. F. Martin's residence. For many years it was the headquarters of the Salvation Army. The frame structure was quickly demolished last week and in its place will be erected a modern auto show room of brick construction. Although the building operations are now going on, the garage repairing department continues as usual.

Principal J. B. MacMillan and all members of his staff, Mr. Andrew Emmett, and the Misses M. W. Ashton, Jessie Snaden, Gladys Herdman, Mary Pringle, Jean Carson, Mabel McMillan, Evelyn Cornell and Florence Farquhar attended the Teachers' Convention in Montreal. Many of the teachers remained in the city for the week-end.

Stop the Fire Waste

HOME SAFETY

Every Member of the Family Should be Able to Answer These Questions.

1. Do you use safety matches?
2. Are floors under stoves protected with tiles, stone, brick, concrete or metal, so as to prevent them taking fire from heat?
3. Are walls, ceilings and partitions similarly protected in all places where they would be exposed to high temperatures in the event of overheating of stoves or furnaces?
4. Are ashes deposited in metal receptacles and removed from the building weekly?
5. Is there any unenclosed space under the house where inflammable trash may accumulate?
6. Are chimneys built on the ground or brackets? Are they in good repair? Have flues been cleaned for the winter?
7. Are stove-pipes passing through partitions properly protected? Do stovepipes pass through attics, closets or unused rooms where they may come in contact with anything combustible?
8. Is the use of gasolene forbidden inside the house?
9. Have you any fire extinguishers? Do all the members of the family understand their operation?

These questions or suggestions come to us from the Dominion Fire Commissioner at Ottawa and are well worth your consideration. Practice "SAFETY FIRST."

G. C. STARK,
Fire Chief, Huntingdon.

Good Night.—Birth-Stones

For laundresses, the soapstone;
For architects, the cornerstone;
For cooks, the puddingstone;
For soldiers, the bloodstone;
For politicians, the blarneystone;
For borrowers, the touchstone;
For policemen, the pavingstone;
For stock brokers, the curbstone;
For shoemakers, the cobblestone;
For burglars, the keystone;
For tourists, the yellowstone;
For beauties, the peachstone;
For editors, the grindstone;
For motorists, the milestone;
For pedestrians, the tombstone.
(The Parade, with slight variations).

AUTO ROADS TO MONTREAL THIS WINTER

O. Prieur, Pres. Valleyfield Chambre de Commerce Meets With Local Business Men

Money Being Subscribed

J. A. Racicot Stated Road Will be Kept Open From Trout River to Montreal by Valleyfield

The possibility of the Malone-Montreal Highway being kept open this winter from Trout River to Ormstown and from Ormstown to Montreal via Valleyfield is a matter upon which diversified opinions are expressed. Last week Mr. O. Prieur, as President of the Valleyfield Chambre de Commerce, in company with Mr. J. A. Racicot, interviewed a number of local men on this subject. Mr. Racicot stated that the Valleyfield men had arranged for sufficient money to be subscribed to this work to keep the road open from Ormstown to Montreal via Valleyfield. If Ormstown, Godmanchester and Huntingdon could raise $2200 for this work the road would be kept open from Trout River lines thereby, creating an entrance for American tourists to enter Canada and get to Montreal. In Valleyfield last winter many of the roads were kept open for automobiles, and Mr. Prieur is very enthusiastic on having the roads kept open this winter for the betterment of business. In speaking to the men present Mr. Prieur stated that the Valleyfield Council was sold on the beneficial work achieved last winter and this year voted $700. towards the work.

A local committee was appointed to see what money could be subscribed for this work, and also to interview the municipal councils on Monday. The committee appeared before the councils on Monday, and both Godmanchester and Huntingdon councils approved of the requests as made. The committee feels optimistic about the snow removal work and now have $1,000 subscribed.

The Huntingdon School Board is much in favour of the snow removal programme for it will be an added advantage to the transporting of the 35 scholars that attend Huntingdon Academy under the consolidated school system of transportation.

Huntingdon Town Council

Met on Monday, with all the members present, the Mayor D. J. O'Connor presiding.

The following bills were presented for payment: A. Brunet, $65.50; Nichols Chemical Co. $36.25; Pringle Stark & Co., $199.65; Canadian Industries Ltd., $35.09; James Brown, $14.21; Huntingdon Gleaner $48.88; Legal Blank Printing Co. $7.12; Bell Telephone Co., $6.15; Shell Co., $57; Rennie Seeds, $12.50.

It was moved by Ald. Faubert, and seconded by Ald. McCacken that the bills as read be paid.

It was moved by Ald. Hunter, seconded by Ald. Brown that the action of the Mayor in hiring Mr. Levi Kelly as bridge overseer be ratified.

It was moved by Ald. O'Hare, seconded by Ald. Derochie that the action of the Road Committee re extras of $70. in regard to building up the gully on the Town-Hinchinbrooke road be ratified.

Mr. M. Chatrand present at the meeting asked that action be taken in regard to the sidewalks on Lake Street.

On motion of Ald. Hunter, seconded by Ald. O'Hare, the complaint of Mr. Chatrand was left in the hands of the Road Committee.

It was moved by Ald. Faubert and seconded by Ald. McCracken and resolved:

That this council wishes that the roads hereunder described shall be maintained during the winter 1930-1931 by the Roads Department by means of special machines which throw the snow on the neighbouring lands: "Chateauguay Street from the east to the west limits of the Town." The corporation will be obliged to pay, whenever the accountant of the Department will claim it, a contribution of $100. per mile of road maintained, and without having the right to make the least deduction in case the circulation of vehicles might be interrupted for any length of time following the violence of the storms.

The corporation moreover assumes the obligation, on the part of the ratepayers, of all responsibility for damages that might be caused by the throwing of snow, of the installation of snow fences on properties along the road, and to the telegraph, telephone, or power companies, and all responsibility should the circulation of winter vehicles on such road, the free movements of pedestrians on the sidewalks or the access to private properties be rendered more difficult or even impossible, as a result of the above-mentioned works.

Power of Music—And after hearing the Stein Song a few million times, we sent our first contribution to Anti-Saloon League.—(Judge.)

Skinning Dad.—By the time the average college boy of today succeeds in accumulating the horsehide, the pigskin, the coonskin, and finally the sheepskin, poor father hasn't much hide left either.—(The Pathfinder.)

AGED RESIDENT OF COMMUNITY SUCCUMBS

Arch. Muir, Jr., Silver Medal Agriculturist and Political Worker to be Buried Today

The death of Archibald Muir occurred on October 6th, at his home, in the Township of Hinchinbrooke having suffered from a severe stroke of paralysis twelve days previously, from which he never revived.

Mr. Muir was one of the oldest residents of the County, having been born on the farm on which he resided on November 25th. 1846. He was a progressive agriculturist, and very careful about all his farm work. Several years ago he was awarded the Silver Medal on his farm. in a competition, including several Counties. One of his outstanding characteristics was the interest he evinced in public affairs. He was for several years Councillor in the Municipal Council of Hinchinbrooke, then Mayor for a few years, also Warden of the County. He was a strong supporter of good roads. Politically, he was an ardent Conservative, and on two occasions, he was the Conservative candidate in Provincial elections in the County of Huntingdon. First in opposition to W. H. Walker, M.L.A., and secondly in contest with Andrew Philps, M.L.A., making a good showing, considering that it was a strong Liberal County. In the Federal election 1917, he changed to the Liberal ticket and supported the Hon. James A. Robb, on the local platforms on that, and his succeeding elections.

On February 21st, 1883, Mr. Muir was married to Annie, daughter of Archibald and Mrs. Cameron, Hinchinbrooke. He is survived by his widow, and two sons, Huntley at home and James Barclay of Craven, Sask.; four daughters, Mrs. Andrew Stark, Elgin, Que., Mrs. Ernest Snell, Heath, Alberta, Mrs. Arthur Todd Young, Sask., and Annie at home, and one sister, Mrs. J. O. Kelly Huntingdon, Que.

DANCES FINISH AT SYLVESTRE'S

MacDonald's Pavilion Had Most Successful Season Since Its Opening

The dances at MacDonald's Pavilion, Sylvestre's Point, concluded on Thursday night with over 100 couples in attendance. The dances at this popular pavilion attracted large attendances to the series of weekly events held there on Thursday evenings. A number of old-fashioned dances were held, and which proved successful. The music was rendered throughout the season in a highly satisfactory manner by Norman Fleury and his orchestra of Malone. Music for old-fashioned dances was supplied by Sid Johnson and orchestra of Burke.

Mr. Henry J. MacDonald, proprietor of the pavilion, is to be congratulated on the way dances were conducted. The good patronage which was accorded this popular dance hall, was well merited.

Godmanchester Council

Godmanchester council was held on Monday, Councillors all present, Mayor W. J. Sherry presiding.

In the absence of the Secretary, Miss A. Lemieux acted as Secretary at the meeting.

Hector Savage, who has the contract for gravelling the Curran Road came before the Board and requested the council to pay an extra amount over and above the contract price for widening the road west of Mr. M. Curran's private road up to the Carr sideroad. After deliberation the council decided to visit the premises and see what was best to do with that part of the road.

Oliver Robidoux requested the council to have the ditches along the White sideroad properly cleaned out. It was resolved that this matter be left in the hands of the Special Officer, James Nesbit.

Ward McLean, Rural Inspector, was appointed to divide the fence and ditch on the line between Mrs. Thos. Ruddock and John Stark.

The Mayor, Councillor Rankin and the Secretary were appointed to supervise the completion of work on No. 9 sideroad.

Arthur Caldwell was allowed $7. in accordance with By-Law No. 189 for a lamb destroyed by dogs.

A delegation from the Huntingdon School Board came before the Board and requested that they endeavor to keep the roads running through Godmanchester open for auto traffic during the winter months.

It was resolved that this council request the Provincial Department of Roads to keep the roads open for auto traffic during the winter months.

The cutting of the brush on the Smellie sideroad and the Carr sideroad was left in the hands of the Secretary.

The following bills were ordered paid: Nap. Kieprien, $500.; Réné Lefebvre, $3.; Jos. Brisebois, $100.; Pierre St. Onge, $4.; Huntingdon Gleaner Inc., $16.03; Metallic Roofing Co., for culverts, $300.69.

Policeman: "Miss, you were doing sixty miles an hour!"

She: "Oh, isn't that wonderful! I only learnt to drive yesterday."—Hyde Reporter.

BARNS BURN AT GEORGE BENN'S

Fleming and Fraser Farms Are Sold to Derochie and Jones Respectively

By D. A. F.

Barn of George Benn Destroyed by Fire.—

About 11 o'clock on Thursday night the barn on the farm of Mr. Geo. Benn, which he purchased from Mr. Allan McGibbon a year ago, was discovered to be on fire; a few of the neighbours were aroused and went to assist, but were unable to do anything towards saving barn or contents, which consisted of 50 tons of hay, however, they succeeded in saving the house which was nearby. The barn with contents is a rather heavy loss for Mr. Benn, as it was a large building, erected about 30 years ago, and in good condition when burnt.

The origin of fire is quite unknown. We believe the loss is partly covered by insurance.

Two Farms Sold in Dundee.—

Two sales of interest in our community have been recently made, one being that of the farm of Mr. John Fleming, which has been the Fleming homestead for several generations, to Mr. Oliver Derocher, reported purchase price being $11,500. Mr. Derocher has made this purchase for his son who will occupy same on Nov. 1st.

The other sale is that of the farm (not including bank) of Mr. Walter J. Fraser, the homestead of his parents, to Mr. Wm. Jones who came to this country over a year ago and has been employed on the farm of Mr. Wm. D. Fraser. Mr. and Mrs. Jones will occupy their newly acquired home in the springtime.

Canadian National Railways in N. S.

It has been truly said that the railways are the arteries through which pulse the life-blood of a Nation's commerce. To those who have studied Canadian development this needs no amplification. Progress in the different sections of the Dominion has followed the building of facilities of transportation and communication. Particular evidence of this has been given in Western Canada during the past years, where events of development are so recent as to be known to everyone. However, in the older provinces of Eastern Canada the same situation applies. Industries have been developed, farm lands have been made productive and cities and towns have been built up by the provision of adequate transportation facilities. With these the producer or manufacturer is able to send his goods to the market, and with the means of communication which the railways have provided, he is able to go himself or to send emissaries to develop new and wider markets for those things which he produces.

The province of Nova Scotia has ever played a prominent part in Canada's history. Apart from the fact that this province has produced many of the men, leaders whose names are outstanding in Canada's history, it has also played an important role in the industrial development of the Dominion. The fame of some of its products is wide-spread—the output of its orchards, farms, factories and fisheries have found their way to the markets of the world, and this has created a further demand, which the producers of the provinces are taking energetic steps to meet.

The Canadian National Railways have kept very closely in touch with the developments which have taken place in this province and have done much during recent years to assist that development. The beauties and attractions of Nova Scotia have been placed before the intending traveller in Canada and other countries by means of newspaper advertising and articles, by booklets and by the distribution of photographs and motion picture films. Through these media an attempt has been made by the Canadian National System to encourage intending tourists to visit the places of beauty within this province, in order that Nova Scotia may benefit from the increasing numbers of tourists from other countries who each year spend their holidays in Canada. Through its own Pictou Lodge, at Pictou, the Canadian National is interested in the tourist development, but the attractions of other parts of the province as well as Pictou have been advertised as a means of assisting the tourist industry of the province as a whole.

Nova Scotia's port, Halifax, occupies an important place among the seaports of Canada. This all-year port handles a great deal of incoming and outgoing traffic, particularly between Canada and the British West Indies, where there is every evidence of a growing reciprocal trade. The placing in service of five new passenger steamships, all of which use the Maritime ports of Halifax and Saint John, while two sail from the port of Montreal during the summer season, has done much to increase the trade between Halifax and this other part of the British Empire. In addition to the splendid new passenger liners which have been placed in service, there are the line of fruit and vegetable carrying steamships, which fly the flag of Canadian National Steamships as they ply between the Canadian ports and those of the British possessions to the south, carrying Canadian produce and manufactured articles on their southward journey and bringing back the products of the British West Indies which are finding their way to Canadian consumers in ever greater quantities because of the facilities which these new boats provide.

The Canadian National Traffic Department also, concluded an important agreement with the White Star, Cunard-Anchor Donaldson and other steamship lines which has increased greatly the number of winter sailing of vessels of these various lines in and out of Halifax during the winter season, and through the completion of dockage and immigration facilities at Canadian National property, has increased greatly the efficiency of handling both passenger and freight for incoming and outgoing vessels. The business of the port of Halifax has been increased by these developments, and has been even further greatly improved with the completion of the new Canadian National station and hotel. With the station and hotel now completed, passengers from steamships are now able to reach their hotel or their trains without leaving the one great building in which all of the facilities are located. The hotel will play an important part in catering to the ever increasing needs of Halifax as a centre of an important area, both for the holiday-seeker and the business traveller.

A further development which the Canadian National has recently undertaken in the province is the construction of the Guysboro to Sunnybrae branch of railway, for which contracts have been awarded and the line is now in the course of construction. This line will lead to the development of important mineral resources, will encourage the development of important hardwood timber properties and will assist also in the development of large areas of good agricultural land which lie adjacent to the route. The purpose of this line which is 67 miles in length. is to open up the local territory for lumber industry and to provide better facilities for agricultural products as well as give direct communication to Guysboro for its fishing and allied products. On part of the route there is considerable agricultural development, and quite extensive hardwood forests which the railway will make it possible to develop.

It has been estimated that there are 250 million feet of hardwood and 200 million feet of softwood available to the line, and also some possibilities in gold and iron mining which have not been developed, possibly due to lack of transportation facilities. The justification for this line is that it will serve a section of the country that has been in long need of railway communication in order to give it a real chance for development and to put the town of Guysboro in direct rail communication

(Continued on page 16)

MRS. STEPHEN ADDRESSED W. I.

Reports Given on Fair Features, and Arrangements Made For A Concert

The Huntingdon Women's Institute met yesterday afternoon at the home of Mrs. W. J. Goundry, with a large number of members in attendance.

The Institute was honoured by a visit and talk from Mrs. W. F. Stephen, of Ottawa, who was the Canadian delegate to the first International Congress of Women's Institutes at Antwerp, Belgium. Mrs. Stephen, in her usual capable manner, gave a very instructing and interesting address on "The Long Institute Trail," a little insight into her stay in London, England, and the numerous Institute meetings she attended. She had had the honor of presenting Canada's greetings to the King of Belgium.

Arrangements were made for a concert to be held in the basement of the United Church, October 23rd. when Miss Alice McEwen of Macdonald College will give an address entitled "Improving the Surroundings at Home and at School. Well-known entertainers from Montreal will provide a musical programme. Tickets will be made up in books of ten, and given to members to sell.

Mrs. T. S. Gardiner gave a splendid report on the Baby Clinic, and the benefit to the community derived from it,—26 babies having been entered in the contest and three brought for consultation.

Mrs. John Goodfellow, in her report, stated there were 13 children who received prizes for their exhibits at Huntingdon Fair, in entries under auspices of Huntingdon Women's Institute.

Miss Jean Hunter gave two piano solos which were enjoyed, "Russian Dance," and "Nola."

Delicious refreshments were served to the thirty members and few visitors present.

BULLET LODGES IN THE LUNG OF ORMSTOWN BOY

Accident Occurred When Clarence Baird Fell Off Box With Gun

Mr. Clarence Baird, of Montreal, youngest son of Mrs. John Baird and the late John Baird was seriously hurt last Wednesday. Clarence had been working in Montreal and had come home the previous night for a short visit. It is understood that Clarence was in the stable shooting out of the window at pigeons. He was standing on a box when he overbalanced and fell to the floor, causing the gun to explode. The bullet pierced his lung and struck his rib then glanced off.

Dr. Moore of Huntingdon, and Nurse Hay were immediately summoned and the wound was properly cleansed and cared for. Clarence was taken to the General Hospital at Montreal, Thursday. The doctors are not going to remove the bullet until the patient is stronger. At this writing he is doing as well as can be expected.

Ormstown Council

Met on Monday, members all present, except Coun. Barrington, Mayor W. S. McLaren presiding.

A by-law was passed levying a rate of 13 mills on each dollar of valuation as appears by the valuation roll in force.

Coun. Chambers reported a sewer on the south side of the river in need of repair. This was left in the hands of Coun. Chambers to have repaired.

Zotique Guerin was ordered to draw a load of gravel to the road in front of the properties of Mrs. McCartney and Louis Forget.

Mr. James Reeves asked for better light on the street leading to his property. Light Committee agreed to look into this complaint.

Mr. J. G. Rutherford reported a part of the sidewalk in Eastmount in need of repair. This sidewalk was left with Mr. Rutherford to repair.

A by-law was presented to the council to keep certain streets opened during winter for auto traffic. On motion was not entertained.

The following accounts were ordered paid: Walsh's Limited $290.91; Legal Blank Printing Co., voters' lists, $1.09; Geo. Bustard, work on sidewalk, $5.90; D. A. Barrington, lumber, $105.39; Bulletin advt. voters list, $2.25; Zotique Guerin, drawing gravel, $5.; Beauharnois Electric Co., light, $116.84; Wm. Cameron, keep of Miss McEwen, $67.50; County Rate $165.69; Alex. Richards, digging grave for Miss McEwen, $7.; W. A. Campbell, work on water line, $33.; John Meehan, work on water line, $9.; Jos. Vaincourt, work on water line, $10.; Dom. Lussier, work on water line, $5.25; J. M. McGerrigle, funeral expenses Miss McEwen, $50.; J. M. McGerrigle, work on bridge, $11.75; John Hastie, lumber for bridge, $99.80; Wil. Primeau, cartage, $4.80.

St. Malachie Council

Met on Monday, members all present, Mayor Alfred Greig presiding.

A by-law levying a rate of four mills on the dollar as appears by the valuation roll in force was passed to cover current expenditures and interest on road coupons and the Secretary ordered to prepare his Collection Roll accordingly.

On motion of Couns. Gruer and Collum, the Secretary was ordered to pay Fortunat Lepage the balance of his contract for gravelling work on 3rd Range of Jamestown road when this work is accepted by Road Engineer.

Mr. Lauzon complained of his neighbor not cleaning his line ditch. The Secretary was ordered to notify the interested party to have this ditch cleaned.

Mr. John Winter and others complained of the bad state of repair of the Jamestown side-road. The Secretary was ordered to notify Mr. Racicot, Road Engineer to have this road repaired.

Accounts in connection with the Younie and Collum Discharges were ordered paid and collected from the interested parties.

The following accounts were ordered paid: Joachim Soucisse, work on road, $51.50; Oliver Bergevin, ditching, $16.50; Ernest Prevost, road work, $2.50; Bulletin, printing, $2.25; Legal Blank Printing Co., voters' lists, $1.62; T. Mason Greig, road work, $16.; D. A. Barrington, lumber for bridge, $6.56; County Rate, $486.07.

WELLAND CANAL SURVEYED IN 1818.

It is interesting to many people to know that the first survey for the Welland Canal was made in 1818. The formal opening of the new Welland Canal, which was an event in the Dominion, was in 1930.

In the Dominion Archives there is an accurate plan of the level of land between Chipewa and 12-Mile Creek which was the original survey made by George Keefer and William Hamilton Merritt. A synopsis of the survey is written by Hon. Mr. Merritt and it refers to the crude instruments used in making the survey in which he especially mentions the water level used at that time. It is remarkably accurate and clearly portrayed.

In 1837 an impression of an aerial view of the Welland Canal, showing a bird's eye view of Niagara to Lake Ontario, is shown which was drawn by W. R. Collington.

GARDEN CLUB MAKES AWARDS AT ORMSTOWN

H. B. Patton and Mayor McLaren Chief Winners.—14 Members in Club

At the regular meeting of the Garden Club on Oct. 7th bulbs were presented to all prize winners in the competitions held during the past season.

Mr. H. B. Patton proved to be the champion with 6 firsts and 2 seconds; Dr. McLaren was second with 4 firsts and 3 seconds; Mrs. McIntyre, third with 3 firsts and 4 seconds.

In the children's garden contests results were as follows:

Twelve years and under—1, Grace Lindsay; 2, Marion McLaren and Geo. Legault (equal).

Over twelve years—1, Phyllis McLaren; 2, Helena Rowe.

Altogether 23 prizes were distributed among 14 members.

DR. PERCIVAL AND HOME WORK

Advocates Abolition of Home Studies For School Pupils, and Increased Salaries

Abolition of home studies for school pupils and higher salaries for teachers were forecast in a speech delivered by Dr. W. D. Percival, Director of Protestant Education in Quebec, before the 66th annual convention of the Provincial Association of Protestant Teachers in Montreal last week. Dr. Percival also voiced this same opinion when in Huntingdon the week previous.

"All work of the school should be done in the school hours," declared Dr. Percival. "When school is over let the pupils go home and do something else—and go home yourselves." Under the present system, Dr. Percival said, many teachers send the children home with a great deal of studying to do before the next school day and the parents have to do the teaching. Next day, the teachers "hold a sort of a competition to see how parents compare as pedagogues. If the parents are going to do the teaching, they should get the salary cheque," he said.

While no definite promise of increased salaries for teachers was forthcoming the various speakers told the delegates that every effort was being made to make the profession more alluring and this involved increased financial award.

Turpentine added to the water in which cut glass is washed gives the glass a brilliant polish. Use one tablespoonful of turpentine to two quarts of water.

When poaching an egg keep it moving about with a spoon for the first two or three minutes after it is put into the boiling water, and the yolk will set in the centre.

Ormstown Village

By "Marietta"

Aeroplane Visit

A large number of people from Ormstown and vicinity were attracted by the aeroplane which landed at John English's farm and came for the purpose of taking up passengers. Sunday being an ideal day many enjoyed the experience of an aeroplane ride.

Farewell Presentation to Priest

On Friday, September 26th, the children of Ormstown Catholic School presented Father Laporte with a ten dollar gold piece as a farewell token of esteem. On Sunday morning after grand mass, Mr. L. A. Rousseau presented on behalf of the parishioners an address written in both languages and a purse of money. Father Laporte replied with much feeling expressing his grateful appreciation of their kindness. The Rev. Father left on Monday for Valleyfield where he will reside at the Hospice.

Teachers Attend Convention

Principal Mr. George Self, Mrs. Walsh, French Specialist and teachers, Mrs. Lindsay, Miss Getty, Miss Elder and Miss Middleton attended the Teachers' Convention held in Montreal on Thursday and Friday of last week.

Rev. Charles and Mrs. Foster of Mount Pleasant, Iowa, have been visiting Mrs. Foster's uncle, Mr. George Welch, also his nieces, Mrs. I. Sheldon and Mrs. H. Lasell of Ellenburg, N.Y., and Mrs. Fred Sheldon and daughter, Mrs. Weeks of Brooklyn, N.Y. spent a few days with their uncle.

Mrs. Frank Lamb of Montreal was the guest of her aunt, Mrs. John Winter, Sr., a few days last week.

A reception was held on Tuesday afternoon for the new Parish Priest, Father Delage.

Miss Irene Brunet enjoyed a few days stay in Quebec City last week.

Mrs. John A. Cluff and little son, John Dewick and niece, Frances L. Winter of Valleyfield were the week end guests of her sister, Mrs. M. G. Winter.

Mrs. Geo. Bustard and mother, Mrs. Marlin were the guests last week of the former's sister, Mrs. Edward McLellan, Notre Dame de Grace. Mrs. Marlin is remaining for a few weeks.

Miss Sarah Cavers, Miss V. Cavers were the Sunday guests of Mrs. Peter McLaren.

Ormstown Village

Oddfellows Hold Euchre.—

On Wednesday evening of last week the people of Ormstown enjoyed a Euchre sponsored by the Oddfellows. Those fortunate in winning the prizes were: Ladies, 1st, Miss Mary Sadler; 2nd, Mrs. Jas. Greer; Men, 1st, Mr. Henderson; 2nd, Mr. Wm. Lang.

Miss L. Walsh spent last week-end in Huntingdon, the guest of Mrs. W. H. Walker.

Kitten Ball League in Action.—

The Kitten Ball League met once more for conclusions on Monday afternoon. The game was an exceedingly interesting one to watch. It was nip and tuck until the last few innings when the K-A-T-S began to take the lead. At the final count the score stood 13-6 for the K-A-T-S.

The line-up was:—

Cripples	Invalids
J. Beaudin	H. Bradley
E. Hastings	R. Bryson
W. G. McGerrigle	P. Cartier
C. W. Hawley	J. Campbell
H. Chambers	Banker Lemesurier
Dr. McLaren	R. McOuat
G. McLaren	L. Merkeley

Next game is scheduled for Saturday afternoon.

The household sale held at Mr. Reeves last week drew a large number of buyers. The offering sold rapidly and at good prices.

Stolen Goods Being Returned.—

Monday morning, Mr. W. G. McGerrigle received from Prescott by express, the saw belonging to Mr. Geo. Simpson which had been stolen from the Exhibition Grounds a few weeks ago. Other articles stolen were recovered from this source which had been missing were also found.

Close Call to Fire in Grist Mill.—

What might have been a serious fire occurred at the Grist Mill last Wednesday morning. The crushed grain in the machinery had become heated and when the men arrived the chimney was smouldering. Fortunately it was extinguished before further damage was done.

Mr. Arch. Cook Returns Home From Hospital.—

Friends of Mr. Archie Cook will be pleased to learn that he returned to his home last week greatly improved in health, after having undergone an operation for appendicitis in the General Hospital at Montreal.

W. M. S. Convened at Mrs. J. P. Cavers.—

A group of the St. Paul's United W. M. S. Society met at the home of Mrs. J. P. Cavers on Wednesday afternoon, Oct. 1st. (Rev.) Mrs. Pollock led the devotional exercises. Twenty-two members and visitors were present. The afternoon was spent in quilting. After the meeting a delicious two course luncheon was served by the hostess.

The Misses B. Olsen and B. McAdem of Montreal were the week-end guests of Mr. and Mrs. H. McAdem.

Choir Gives Kitchen Showers For Miss G. Cullen.—

The members of St. Paul's United Church Choir were entertained at the home of Mrs. Stuart Osmond to a kitchen shower last Friday, in honour of Miss Gwyneth Cullen. About 10 were present, and report a very pleasant evening. The bride to be was the recipient of many useful and beautiful gifts for the new home. An excellent lunch was served by the hostess at the close of the evening.

W. C. T. U. Notes.—

At the W. C. T. U. meeting Miss M. J. Black received a pleasant surprise when Mrs. M. Standage presented her with a County Life Membership Pin.

Mrs. F. Hunton and Miss Black were elected delegates to the Provincial Convention. It was also arranged for members to attend the Rally at Dewittville.

Mrs. Jas. Winter gave a talk on the Dept. of Scientific Temperance Instruction, showing how this dept. has developed into one of vast importance.

Jellies and jams are to be sent to Mrs. J. Hueston for the W. C. T. U. mission work in Montreal.

Funeral of late Mrs. Dr. Morrison Held From St. Paul's Church.—

The funeral of Mrs. Anna Letitia Wales, widow of the late Rev. Dr. D. W. Morrison was held at St. Paul's United Church on Oct. 7th. Rev. Mr. Pollock of Ormstown and Rev. Mr. Anderson of Beauharnois conducted the service. Interment was made at the United Church cemetery.

Miss Margaret Gertrude Ginoux and Mr. Slack were married in Toronto, Wednesday, Oct. 1, 1930, by the Rev. Canon Biggs. Readers will remember Mr. Slack as one of our former managers for the local Bank of Commerce. We extend our congratulations.

We are very sorry to learn that Mrs. Wm. Brown, Lower Ormstown, is ill.

Miss Grace Fiskin of Howick, has accepted the position as teacher for the McCormick's school for the coming term.

The members of the Rebekah Lodge met in their hall Monday night. Fifteen members responded to the roll call. The district meeting which was scheduled for Thursday night of this week to be held at Huntingdon has been postponed indefinitely. Lunch was served at the close of the meeting.

Miss Isobel Ross of Montreal, spent the week-end with her parents, Mr. and Mrs. Andrew Ross.

Mr. and Mrs. Art. Tappenden, Mr. and Mrs. E. F. Gregoire and Mrs. Alex. Davies of Montreal, were the week-end guests of Mr. and Mrs. Jas. T. Elder.

Miss Annie Tinning spent the week-end with her parents, Mr. and Mrs. J. Tinning.

Mrs. J. Tait, formerly Muriel Monroe, visited Mrs. Peter McLaren last week.

The Huntingdon Gleaner

Published by the Huntingdon Gleaner Inc
Brown Bldg., Huntingdon, Que.

Subscription rates, Canada $1.50 year; Foreign $2.00.
Agents: A. Beaudin & Son, Ormstown, Que.; J. O'Neil, Valleyfield, Que.

Members, Canadian Weekly Newspaper Association; Ontario-Quebec Newspaper Association; Class A. Weekly Group.

Huntingdon, Que., Wednesday, October 8th, 1930.

The Anniversary Gleaner

Sixty-eight years ago the Gleaner commenced its weekly publication in the village of Huntingdon. Two papers were then published in Huntingdon, but owing to the sparseness of population one eventually had to yield. A weekly newspaper is just like every business, it has a work to fulfil in order that it justify its existence. In publishing this edition, we feel we are giving our readers something to which they are justly entitled, viz. something informative outside of our immediate surroundings. "All Work and no Play" can very appropriately be applied to the weekly newspaper, for it cannot please its readers if it only tells them who visited so and so, without reporting some interesting news. In this issue our readers will notice that we have made a greater effort than heretofore exhibited, to feature the news items of interest to our particular district, followed by the personal items, etc.

Feature articles in this issue are many, and whilst the Gleaner has 43 correspondents in the District of Beauharnois to whom it is doubly thankful, it is equally indebted to the special contributors. The C.P.R., C.N.R. and Canada Steamships who form our chief transportation companies in our Dominion have materially assisted the Gleaner in this anniversary effort. The Shawinigan Water & Power Co. whose subsidiary company the Beauharnois Electric Co. Limited have given us articles that will throw much enlightenment to our readers about their services in this district, that have expanded for the mutual welfare of all concerned. The Beauharnois Power Corporation were not to be found napping, for they likewise have given us another of their specially prepared articles concerning the Beauharnois works. Beauharnois Power Corporation and Shawinigan Water & Power Co. are both working for the creation of industrial development in this district, and that is what all of us would like to see. The advertisements of these two companies should be read by all, and if a helping word can be said by our readers, let them say it. Other articles appear in this issue treating with the Brupbacher Silk Mills at Valleyfield, the Province of Nova Scotia, etc. that will command the interest of our many readers.

Such editions are only made possible through the united efforts put forth, and in this respect the Gleaner is thankful to its many advertisers who have contributed in this manner. The advertisements in many cases are as instructive as the reading columns, whilst others foretell the opportunities of making purchases to the advantage of the buyer as well as the seller.

In conclusion it is fitting for the editor to extend his word of thanks to Mr. John Allen, editor of the Linotype News who has so materially assisted us in the recommending of new style of page makeup for the Gleaner. To the staff of the Gleaner one can only say they try their utmost to make the Gleaner bright and assist the advertisers in portraying the advertisements in an inviting manner.

Fire Brigade Assistance

Huntingdonians were summoned to a fire alarm call on Wednesday morning. The fire was fortunately missing, although the volunteers turned out in numbers. The call was made by J. F. Chevalier who is the Inspector-Instructor of Municipal Fire Departments of this Province. Mr. Chevalier had the brigade connect fire hose with the hydrant at the corner of Prince and Lake Streets. From the time the alarm was sounded until water was running in the hose the lapse of time was six minutes. Mr. Chevalier declared that to be normal time considering the equipment available, and he therefore granted Huntingdon the $50. bonus which is at his disposal for such encouragement purposes. After the inspection a talk was given the volunteers at the Fire Station by the Instructor. Mr. Chevalier demonstrated the artificial respiration methods used in connection with drowning and smoke suffocation cases. Mr. Chevalier was not over critical of the fire fighting apparatus but strongly recommended the adoption of an automotive hose wagon at as early a date as the Town finds it possible.

Inspector Chevalier left Huntingdon for Howick, Sherrington, Ste. Martine and St. Chrysostome which places have made application for inspection to entitle them to receive the $50. bonus if proficient. In this respect we note that Ormstown is not included in the towns to be inspected. The citizens of Ormstown would be perfectly justified in demanding the council make such application. Such inspections will tend to keep the volunteers alert and at the same time the town's fire fighting apparatus will be given a worthy consideration at a time when fire excitement is not at height.

The Provincial Government is very liberal in making grants towards assisting communities to buy fire protection apparatus. That Athelstan should have an engine, pump and hose, goes without saying. If Athelstan, Ormstown and Hemmingford would ask for an annual inspection from the Municipal Fire Department it is safe to say a trophy would be forthcoming for all towns to compete for that are organized in the Chateauguay-Huntingdon counties. Competition would enliven this important protection service, and may it be, that as this week is "Fire Prevention Week" cognizance of same will be taken at once and some definite action taken to improve these facilities in all of our villages and towns.

Money—Stored Energy and Power

Sunday morning the Rev. J. H. Miller gave an excellent missionary sermon. Though his sermon was directed with a view to having the congregational mission allotment increased, it was equally applicable to the building up of a better world. War may cease, but with paganism, war is bound to come. His conclusion led to the contributing of money to missions, which he termed as "stored energy and power," meaning that, if we contribute our money—which is energy, it will tear down the power that might determine a war, that everyone detests. War means the sacrificing of lives and fabulous sums of money spent, which might more appropriately be spent in doing good work in the world.

On top of this the Dominion of Canada Department of Trade and Commerce commences this month conducting an educational campaign in all Canadian journals asking people to be discriminating in their daily buying. Buying Canadian products in place of products produced in foreign lands, that are perhaps not one bit better than our own "Canada Made." If Canadians will spend "Money—which is stored energy and power" in Canada for Canadian merchandise, the Trade and Commerce Department claims additional employment could be given 147,527 people, plus the additional business that would accrue from this new stimulus to business in general.

Such is the view of the Rev. Mr. Miller as to "Foreign Missions," such is the view of the Hon. H. H. Stevens, Minister of Trade and Commerce, and none of our readers can doubt the authenticity of these statements. These statements may be looked at by the readers of the Gleaner as of little concern in the Chateauguay Valley, but it can easily be pictured as a local proposition.

Take for instance the matter of investments. Hiram Leach & Son (Canada) Limited is a new industrial, opening up a woollen mill in Huntingdon. This mill will give employment to 60 people. The President of the company asked that the Huntingdon community subscribe $30,000 worth of 6½% gold bonds. The bonds are not all sold, yet ever so many people have money in the banks at 3%, or, what might be classed as tragic, have invested it in gold mines and other wild cat schemes that are hopeless investments. Huntingdon people might advantageously invest money in Hiram Leach & Son (Canada) Limited. See a mill in Huntingdon, sixty odd employees given work, and as a result of this additional employment in Huntingdon other businesses will profit accordingly.

The wheel of progress turns ahead when power is put behind it; and if money is stored energy, let those of us who have money to invest, invest it judiciously in a Canadian development. Those of us who have only enough to buy the necessities of life, buy Canadian made merchandise, and with this combined discriminating buying, money will be amassed for the evangelization of the world, which is essential.

Chronicled News Bits

Specially Written for The Huntingdon Gleaner

They've Got to Fall In

Sometimes legs may be in vogue—but they are entirely out when it comes to campus display. The verdict that stockingless girls will not be allowed in classes at the University of Southern California may be enforced by aid of the campus police department if the girls continue to come clad in "nature's best," according to announcement made by the dean of women's office. The reason given for making the new ruling effective is that stockingless co-eds lack dignity.

She Broke Two At Once

Mrs. M. Giacomina, 62, of Santa Rosa, California, tripped over a wire in her garden, and broke her left arm. It was placed in a cast. A week later she tripped over the same wire and broke her right arm. Now the right and left are in casts.

For a Borrowed $20.

For $20—and a borrowed $20 at that—Joseph Shaffer of Los Angeles has come in possession of a third interest in an apartment building valued at between $60,000 and $100,000. This little epic of financial legerdemain came to light as operations were started for the removal of the structure to a site between Main and Hill, on Twenty-second Street, about 400 feet from its present location. The interior of the building is to be remodeled with up-to-the minute improvements. Some days ago Shaffer happened to be present at a city auction. Under the hammer came the apartment house, located on Twenty-first between Main and Hill. The building had to go, since it was directly in the path of the S. Broadway opening project. That gave Shaffer an idea. He bid the building in for just $20. But he did not have the $20. So he hastened to his friend, R. C. Brewer, touching him for the amount, and in return gave Brewer a half interest in the biulding. John Butler, another friend, had a lot, unimproved, just 400 feet away. So they gave Butler a third interest in their $20 building in exchange for his lot.

He Bought Her Too Cheaply

Farmer Luigi, of Pistoja, Italy, who is 40, became tired of his wife of 35. He sold her to his neighbor, Arturo, for the equivalent of $5—a dozen bottles of wine, three pairs of rabbits, twenty-four hens and two roosters. But neither Luigi nor Arturo had counted on the mother-in-law. She interfered, claiming that she had given her daughter to Luigi and if he did not want her she would have to return to the parental roof. In short, Luigi's mother-in-law carried her daughter back to her farm. Now Arturo wants his payments back. Luigi claims that it is not his fault if his neighbor could not keep the woman. The Pistoja courts will have to decide.

Squads Watch His Dust

Encountering two couples stalled in a disabled automobile along the lake front in Evanston, Illinois, Max Vernich, 19, gallantly stepped from the taxicab in which he was riding and volunteered to watch while the girls were escorted home in the cab. An hour later, police in four squad cars captured an automobilist who had terrorized three suburbs by racing through the narrow streets sounding a noisy horn. In the driver's seat sat Varnich. He was taken to the Evanston police station and the car was returned to its owner, Edward Lennox, 510 N. Euclid Ave. "I got bored waiting," Varnich said.

Now For the Non-stop Smoker

Hadjy Yorouk of Aleppo, Syria, now claims the distinction of being the world's greatest nonstop smoker. He smoked continuously thirty-two hours, consuming 302 cigarets. The previous record was held by a Bulgarian, who smoked 150 cigarets in sixteen hours.

Something New in Ropes

A rope appeared to be twined about a stalk of bananas which reached the Banana Exchange in St. Louis, Mo., but when the "rope" wiggled, employees scattered. By means of a stick, two employees snared the "rope" and found they had a rock python, two and a half feet long. It was presented to the zoo.

She's a Widow Governor

A widow with six children, Mrs. Dudley Beaumont holds the distinction of being the only woman governor within the British Empire possessing full administrative powers. Mrs. Beaumont, who holds the title of the Dame of Sark, rules the Island of Sark, which consists of less than three hundred acres with a population of approximately six hundred. It is one of the channel group of islands. She presides over a parliament which meets thrice yearly and supervises finances of the island, where taxes still are paid in kind and the houses assessed according to the number of their chimneys.

When Angry Women Start

Five minutes after the beginning of an address before a number of emancipated women in Constantinople, a Turkish doctor stated that as women were of the weaker sex their proper function was to stay at home, raise children and show obedience to their husbands. Thereupon the women rushed at him and he had to be led to safety down the backstairs of the hall. Later a number of indignant women chased him through the streets until he found refuge with his wife.

Policemen Thought Flirts

Police of San Francisco, California, had a new interpretation put on that commanding gesture they use to halt an automobile. Mrs. Marie Lussco asserted she "just thought" Officer Tom Price was flirting with her. But Officer Price said she not only ignored his sign to stop after she ran through a signal, but struck him in the face with a bag of figs when he finally halted her after a chase of several blocks. Mrs. Lussco was booked on a charge of reckless driving, running through a traffic signal, and disturbing the peace.

His Picking Proved Dangerous

A charge of dynamite, accidentally touched off by the blow from a pick, killed George Spencer Ahart, 62, a miner, in a mine twenty miles east of Mariposa. Ahart had entered the shaft following several blasts. The first blow from his pick was followed by a terrific roar. The miner's body was riddled by rock.

Runaway Children Caught

After a day and a night spent in dodging authorities, a runaway 12-year-old girl and her 15-year-old boy companion were caught at the Ferry building in San Franciso. Adele Alonzo left her home at 358 Green St. with Fred Fontana, 15, 1226 Kearney St. They stayed with a cousin of young Fontana in the Ocean View district, then started for Marin County. Finding they were short of money, Adele and the boy were starting home when Police Officer Walter Olsen caught them.

Kiss Costs Couple $11,783

A kiss assumed the value of $11,783 to J. A. Fitzgerald and Mrs. Lucretta McConnell of Stockton, California. That sum was awarded Julian Williamson for injuries suffered in an automobile accident caused by Fitzgerald's accepting Mrs. McConnell's invitation to kiss her in an automobile in which the three were riding.

He Stole the Wrong Car

Of all the automobiles in Spokane, there was one from which Bert L. Vandemark, 20, a deserter from the army, should have steered away. In court the judge told him: "You have stolen an automobile—the car of Brig. Gen. Paul Weyrauch." "My Gosh!" Bert gasped. "Is he in the army now?" And he shuddered as Gen. Weyrauch approached. Vandemark, who said he deserted from the army at Monterey, Cal., on October 11, was sentenced to serve from two to fifteen years in the State Reformatory.

Cider to Water Not so Good

Ability to turn water into wine and other beverages has been appreciated for centuries, but when such liquids are turned into water the results are not so pleasing, said Mr. and Mrs. Manson Reiff, of Bluffton, Indiana. The couple asked aid of authorities to solve the problem of what caused six barrels of cider vinegar, stored in their basement, to turn to water.

When Prayers Didn't Save

And why should they have. While most of the congregation of Olive Branch Mission at Seattle, Washington, sat in court and prayed for him, Antone Jerome, praying cabinet-maker, was ordered to pay $9 a week to his wife for the support of their child. Mrs. Gertrude Jerome, suing Jerome for divorce, alleged he took his religion too seriously. Superior Judge Chester A. Batchelor gave her mother, Mrs. Caroline Dailey of Port Angeles, custody of the son, Paul, 5, pending trial of the divorce action.

Horse Betrays Three Brothers

An amateur detective once won fame by finding a missing horse; and, when asked what method he had followed replied: "I figured out where I would go if I were a horse; then I went there, and there he was." Toronto detectives followed a somewhat similar course in tracing thieves who attempted to break into a grain and feed warehouse. The burglars were frightened away, leaving behind a horse and wagon, in which they had planned to carry their loot away. Suspicion fell upon three brothers—John, Arthur and William Hopper. They denied that they had ever owned such a horse or wagon as those in the hands of the police. Detectives, however, were skeptical. Accordingly, they turned the horse loose from the city pound, and followed it, as it ambled leisurely along the roadway. The animal made its way straight to a stable in the rear of the Hopper home.

Cat Worth $5,000 Shot

A dentist of Lexington, Kentucky, who shot a tomcat which disturbed his slumbers with nocturnal arias on the back fence has been made defendant in a $5,000 damage suit brought by the pet's spinster owner. Miss Mary Brent Hutchcraft charges that her neighbor, Dr. W. W. Aylor, inflicted on Jerry a "severe and dangerous wound." Accompanying the damage suit was a petition for a restraining order to prevent the dentist from further molesting Jerry.

We're After Wifie Again

The sun bath worshipers who find at Juan-les-Pins, France, the end of the nose is a delicate spot to expose have introduced an awning for this organ. It is made of silk or cotton and is fastened to goggles. Greet your wife after she reads this by telling her you are going to buy window awnings next summer.

Mop 'Em Up, Rah! Rah!

Commencement exercises were held in Los Angeles, the other night at a new kind of trade school. Twenty-seven men stood as the roll was called and received their diplomas as janitor engineers. The course from which the twenty-seven graduated included training in waxing and oiling floors, wielding the mop and broom and (here's where the engineering comes in) operation of high and low pressure boilers. The class is said by instructors to be the first of its kind in the history of education.

$22.50 For Two Families

Small salaried men who have one family to support can sympathize with the position of Roscoe R. Fawyer, a salesman of Danville, Illinois, to whom has been assigned the task of caring for two wives and three children on a salary of $22.50 a week. Fawyer was divorced from his first wife and two months later took a second one and serious complications in his finances ensued.

Loud Radio Cause of Suicide

Mrs. Josephine Dazey, 39, who was made a defendant with her husband in a damage suit filed by neighbours on allegations that Dazey's radio was played so loud and so continuously as to be a public nuisance, was found dead in her home in Indianapolis with a bullet wound in her head. She apparently had committed suicide. Her husband, Grant Dazey, said she had been humiliated by the suit and since its filing had been despondent.

Mountains Out of Molehills

Fred Waddell, photographer on the Dr. Ricardo Lance expedition into Latin-America for the purpose of getting pictures and information about extinct Indian tribes, arrived in Los Angeles with a box. "Here is a boa constrictor I caught in Sonora, Mexico," said Waddell to friends as he opened the box. He was correct, but he left a lot unsaid. For in the box there were twenty-two small boa constrictors, as well as the mother boa he had started out with.

HEALTH SERVICE

of the

Canadian Medical Association

CLEAN HANDS

Our hands are in constant use and, in the course of a few hours, they come into contact with a considerable number of articles. It is because our hands are used so much and that they are consequently almost sure to be soiled that, unless properly cared for, they may be our greatest enemies.

In previous articles we have stated that the germs of disease leave the body in its secretions. The secretions from the nose and mouth are those which most frequently carry disease. We should always deal with such secretions as if we knew them to contain disease germs. The spread of disease depends upon whether the germ-laden secretion from one person gains entrance into the body of another person.

The spread of disease may be direct, as when the germs are transferred by the droplets which are thrown out into the air by uncovered coughs and sneezes. It may also be indirect, and it is in the indirect spread that the hands play an important part.

In considering the indirect spread, there are two important points to be kept in mind. Disease germs die comparatively quickly outside of the body. They require heat and moisture to preserve their lives; drying destroys them, and sunlight kills them.

What we have to fear are the fresh, moist secretions. As our hands are warm and humid, germs can and do persist on them for some time.

In using the handkerchief, in covering a cough with the hand, we are almost sure to soil our hands with the nose and mouth secretions. If we then shake hands with someone, we transfer some of our secretions to the hand of that person. If our hands are soiled, we soil objects which we touch, such as a door-knob; someone else may touch these objects after we do, and so, indirectly, the nose and mouth secretions of one person are passed to the hands of another.

There is no reason, however, why this should alarm us. It has, nevertheless, a very practical lesson for us, and it is the purpose of this article to bring this lesson to the attention of our readers.

As long as disease germs remain on the hands, they cannot do us any harm. They must gain entrance into our bodies if they are to cause mischief. We can quite readily protect ourselves from the dangers with which our hands may threaten us.

First of all, we should keep our hands away from our faces, excepting when using a handkerchief, or when eating, or using a toothbrush. It is a dangerous habit, that of touching the face, and particularly the lips, with the hands.

Most important, however, is that the hands should always be thoroughly washed before food is touched. Remember always to do this, and you will have put into practice a habit which will do much to protect you from disease.

Questions concerning Health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered personally by letter.

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Men and Books

By Clarion

On July first, 1930—the 63rd anniversary of Canadian Confederation—there was finished in London, England, a book that marks a great epoch in the affairs of the British Empire, insofar as its vital resources are concerned. If man does not live by bread alone or if a nation does not live by prosperity alone, at least he must have a clear understanding of the means by which he will find his bread and the nation must know in a collective way in what manner that prosperity is to be achieved and maintained. For the first time in all the centuries that the British Empire has been known a trading people, an inventory has been taken to set forth in a logical and impersonal way, the resources of this Commonwealth of Nations and this has been done through the medium of a book so comprehensive, so full of meat for those who have the welfare of the country at heart, that the man in the street can thumb its pages and in a moment find revealed by word or self-explanatory chart the information that he seeks. The author has aptly entitled this monumental work "Empire Stock-taking" and his name—L. St. Clare Grondona—will hereafter be quoted as the authority on this subject, as is Blackstone in law, Pasteur in science or Gibbon on Rome.

It would be presumptuous for me—a mere book-lover—to attempt a review of this volume which deals in a business-like way with imports, exports, tariffs, trade-balances, national debts, preferences and cognate subjects that the inexpert and untutored mind regards as dry, inconsequential and uninteresting. But there is actually so much of deep interest as to the origin and handling of the things that we eat, touch and wear and so much of a future potentiality for empire prosperity that one's attention is instantly arrested and transformed into a growing and concentrated importance.

I can appreciate all the work that has gone into this book. It has taken years of plodding attention. The author has put his literary and artistic soul between the covers and in reading one is aware of his absolute sincerity, his utter lack of sciolism. When he does not know—and that is seldom—he makes his dignified acknowledgement. To review "Empire Stock-taking" adequately, an individual would be required to be an economist of experience, fully conversant with the trade conditions over the world. His stock of superlatives and adjectives would be exhausted in order to voice his admiration and to rate this book in its supreme place of merit. Other writers have recently attempted a half-hearted inventory of single countries but none, even in a restricted field, have been so thorough, so conscientious and so illuminating. "The Foreign Trade of Canada," written this year in French by Henry Laureys, comes in for serious adverse criticism, while the criticism levelled at Grondona's masterpiece can be only kindly and grateful.

This book is written in three parts. The first deals with the United Kingdom's requirements of commodities, the percentage which is home-produced, the percentage, volume, and value of imports from the Overseas Empire and from foreign countries, the average c.i.f. prices paid for imports from the Overseas Empire as compared with those paid for imports from foreign countries, production in Great Britain and other Empire countries in order of importance, and foreign competition is treated briefly. Part two summarises Overseas Empire Trade. There is a chapter which throws light on the causes of unemployment in Lancashire and another which treats of the constitutional powers of the countries of the Overseas Empire, of trade treaties, of Dominion tariff policy, of revenue derived from these tariffs and a summary of duties operating in the Dominions and colonies. Part Three deals with the United Kingdom's overseas trade with all countries.

Mr. Grondona says in his preface: "My aim in this book is to set down clearly the outstanding facts of Imperial production and of Imperial demand. I essay to assist in supplying such information as must be possessed by a majority of the people of Great Britain and of the Overseas Empire if we are to establish and apply an Empire-wide policy for the working to the best advantage of our Imperial estate." And he concludes the same preface by making a promise that will please all readers . . . "It is my intention that EMPIRE STOCK-TAKING shall be published annually. In this issue most space is devoted to primary produce; in the 1931 edition more attention will be paid to the supply to the Overseas Empire of manufactures."

The preparation of the important colour charts which can be read at a glance, was entrusted to the author's wife, to whom the book is dedicated, and she has done her work simply and well. On the jacket is printed the statement of Sir Gilbert C. Vyle, the chairman of the Preparatory Committee for the Imperial Conference: "This is a work that every intelligent citizen in the British Empire will welcome—the more so because it contains no propaganda of any kind. The author essays to bring the discussion of Empire trade expansion on to firm ground. Political workers in all the Parties will find set out in easily accessible form, the outstanding facts which must inevitably govern a most momentous political situation. Business men who are anxious to open up new, or to extend existing trade relations within the Empire will find, collated in a single volume for the first time, information of the greatest value. The book will be of exceptional service to economists and to educationalists. The diagrammatice presentation of trade facts is admirable in its simplicity."

The advertisements used to bring down the cost of the book are all British—three of them being Canadian, one each from the C.P.R. and the C. N. R. and another telling of Canada as a field for British Branch Industries. The bibliography is long and implies that the author has read wisely and well. The index is complete and is done by countries, and there are tables that would delight the heart of any statistician. Personal acknowledgments are made to many people for courtesies and advice in the compilation of the work, among them being Mr. Lucien T. Pacaud, K. C., Acting High Commissioner for the Dominion of Canada, Mr. W. A. Wilson, representing Canada on the Imperial Economic Committee and on the Empire Marketing Board.

In connection with Canada, it is gratifying to us in this country to see that Mr. Grondona has placed Canada first in his list and the extracts that will be made from this book will be those that refer to the Dominion.

It is peculiarly apropos that the presentation of this book comes in this issue of The Huntingdon Gleaner which is a special number, calling to mind the products, resources, and trade of several of the provinces, particularly those in the East. Although prepared for last week, the Editor rightly thought this appreciation of Mr. Grondona's tour de force—if one is allowed to mix his metaphors—would be "apples of gold in pictures of silver" for this week.

Wheat

"Canada is the most important wheat-producing country in the world. She commenced to export in the seventies and in 1913 she consigned 90 million bushels overseas. Whereas in 1919 the harvest yielded 193 million bushels, in 1928 the yield was over 533 million bushels giving an exportable surplus of 365 million bushels. The Dominion Bureau of Statistics and the statistical authorities in Britain have been facing a difficulty for years past owing to the obvious discrepancy between Canadian export figures and British import figures in respect of all grains; and no satisfactory solution has yet been arrived at . . . . The area suitable for wheat cultivation in Canada has never been officially estimated, though one has read figures ranging from 150 million to 300 million acres, whereas the maximum area cropped to date was 24 million acres—in 1928. The Canadian agriculturalist who would go further afield than the present established wheat-growing area must wait until new varieties of wheat have been evolved which will ripen in a shorter period than does any known type at the present time. 'Marquis' wheat—the earliest 'ripener' so far established—needs a hundred days in which to mature. The Dominion Cerealist, Mr. L. H. Newman, calculates that if that figure could be reduced by a mere six days—by the 'discovery' of earlier-ripening grain—a strip of some 50 million acres would be added to the known West Canadian wheat belt. It is hoped that following experiments in inter-pollination that are constantly being conducted, the desired result will ultimately be achieved. The average yield per acres in Canada in a normal season ranges from 17 to 20 bushels, which is considerably less than that obtained by British farmers. But wheat is, of course, grown on a very large scale in Canada, and labour-saving devices considerably reduce the cost of production and handling—to an extent that more than compensates for the lower yield than that secured by British agriculturalists. Canadian farmers are protected by a General Tariff of 12 cents (approximately 6d) per bushel of wheat."

Oats

"Canada is the most important exporter of this cereal within the empire. Her total annual average exports over the four years under review, amounted to over 8½ million cwts. According to Board of Trade returns, less than two million cwts. came to the United Kingdom. As with other cereals, the Canadian Export Returns show a very much larger figure as being consigned to the United Kingdom, but a large proportion of this was obviously diverted while on the water to other (chiefly European) ports. It is noteworthy, however, that the total Canadian export figure in 1928 dropped to about two million cwts., as compared with 12 million cwts. in 1926."

Barley

"This Dominion is the principal Empire producer. Her average annual exports over the period 1924-27 amounted to 11,775,000 cwts., of which (according to British Board of Trade figures) about 19 per cent came to Great Britain. There is always a discrepancy between Canadian export returns and British Board of Trade import returns in cereals. The former shows the annual average export of barley to Great Britain (1924-27) to have been about 10 million cwts., whereas British Board of Trade returns record receipt of an average of two million cwts. The only explanation is that four-fifths of Canadian barley consigned initially to Britain, was subsequently deflected, while on the water, to other—chiefly European-ports."

Beef

"This Dominion is, of course, well within the chilled beef zone, but the Imperial Economic Committee in its report on Meat Supply, does not mention Canada—excepting in a statistical table—as a source of supply of chillen beef to Britain. Nevertheless, we find that during the four years, 1924 to 1927, Canada exported an annual average of 180,000 live cattle—45 per cent. to Great Britain and 52 per cent. to the United States. In the year following, however, only 1,200 head were sent to the United Kingdom, whereas 200,000 head went to the United States. During the years 1925—1928, Canada exported an average of 340,000 cwts. of beef, 12 per cent. to the United Kingdom and 57 per cent. to the United States; but in 1928 Canada's exports to Great Britain amounted to only 1,065 cwts., whereas to the United States she sent 495,000 cwts. . . . . The fact is that it is a better proposition for Canada to export live cattle, either to the United Kingdom or to the United States, than it is for her to slaughter and either freeze or chill the carcases. But with the enormous and continually expanding market of the United States so accessible, it is unlikely that this Dominion can be looked to very hopefully for other than diminishing supplies of cattle—unless a prohibitive tariff were imposed on Canadian beef or cattle entering the United States (which is not unlikely), or unless a tariff were imposed on foreign meat entering Great Britain—on the likelihood or otherwise of which it is not for me to express an opinion in this work.

The demand for Canadian beef in the United States is due chiefly to the fact that the United States will not admit Argentine meat—excepting when canned—owing to the prevalence of foot and mouth disease in all the South American republics. The number of cattle in Canada is over nine million head, an increase of about 60 per cent. since 1901, and it would, therefore, seem possible that the Dominion could figure as a very much more important and regular supplier of beef to the United Kingdom in the future than she has been in the past. There is always the possibility that the U.S. may lift its embargo upon imports from South America, if not upon chilled beef upon frozen."

Sheep

The number of sheep in Canada is under three and a half million, 40 per cent. more than in 1901, but this Dominion finds it necessary to import from 100,000 to 200,000 cwts., of mutton and lamb annually. A much larger number of sheep might easily be maintained."

Bacon and Hams

The number of pigs in Canada in 1927 was 4,695,000. Her total exports of bacon and hams during the period 1925—28 inclusive, amounted to 954,000 cwts. of which 96 per cent. came to the United Kingdom . . . It is stated that British dealers have been unable to obtain sufficient quantities of Canadian bacon to meet the requirements of their regular customers, and it may be said that Canada jeopardizes her goodwill in the British market by not maintaining continuity of supply. 'Whereas, Danish shipments in any one month during 1927 and 1928 seldom varied from the monthly average by more than 10 per cent., Canadian shipments varied from 50 to **minus** 45 per cent. As closer settlement of the Prairie Provinces proceeds, there should be a considerable increase in the raising of pigs. As yet, however, it must be admitted that there has not been an increase in production commensurate with the growth of mixed and dairy farming in these provinces.' Of an average annual export of about 100,000 tons of fresh pork from Canada, the greater portion went to the United States.

Fish

The total annual average value of Canada's exports in all forms of fish for the four years reviewed was $35,000,000—about 20 per cent of which came to the United Kingdom. The Dominion's exports are roughly divisible into three forms: fresh, canned and dried or pickled. In the first category the export market as confined wholly to the United States, and had an average value of $10,415,000 annually. Among the varieties exported, the following appear in order of importance: white fish, lobsters, smelts, salmon, herrings, salmon trout, halibut and mackerel. The total exports of fresh (and frozen) fish amounted to 1,172,750 cwts. The only fresh fish consigned regularly to the United Kingdom was salmon, of which an average of 15,000 cwts. was sent annually, for a return of about $345,000. Canada's total annual average exports of canned fish were valued at $15,105,000 of which $5,990,000 worth came to the United Kingdom, while the rest went to various other parts of the world. Canned salmon accounted for 656,000 cwts. and canned lobster for 52,000 cwts. Of the former, 174,000 cwts., valued at $3,645,000, and of the latter, 28,000 cwts., valued at $2,085,000, came to the United Kingdom. Canada's exports of dried, smoked, salted and pickled fish were valued at nearly $10,415,000 annually, and though the amount purchased by the United Kingdom in this category was negligible, the United States took some 25 per cent. The fish most generally treated in this manner was the cod, which accounted for nearly half the total export."

Butter

"During the four years reviewed, the annual average exports amounted to 178,000 cwts., of which some 50 per cent came to Britain. We find however, that in 1925 and 1926 the total exports of butter from Canada amounted to 245,000 and 233,000 cwts. respectively, whereas in 1927 the figure dropped to 98,000 cwts., and in the following year to a mere 26,000 cwts.

The dairy cattle 'population' according to 1928 statistics, was 3,792,500 which was an increase of about 50 per cent. over 1901. The production of milk and cream has shown a consistent annual increase, that in 1928 being almost 100 per cent over 1910. Exports of butter and cheese have declined because the industries of dried, evaporated and condensed milk and ice cream have grown enormously and these, with the demand for fresh milk and cream, have drawn heavily on the sources of supply that were common to the butter and cheese business.

Of course, in so large a country as Canada, the conditions under which dairying is carried on vary considerably, but without doubt, butter could be produced in enormous quantities in this Dominion if the industry were better organised. At present "there is no organisation for marketing butter and cheese within or without the Dominon." Canadian dairy farmers might well study what has been done to organise the dairy industry in New Zealand and Australia, in both of which Dominions co-operation is the keynote of such success as has been achieved. There are over three and a half million dairy cows in Canada but it must be admitted that the year-round climatic conditions are not nearly so favourable to the Canadian as to the Australian and New Zealand dairy farmers. In neither of the Southern Dominions—as we have seen—is it ever necessary to house and stall-feed cows, whereas this has to be done in all parts of Canada during the winter months, when Canada herself finds it necessary to import butter from New Zealand and Australia."

Cheese

"Canada used to be the chief provider of cheese from overseas, but as will be seen from the next paragraph, she has lost her premier position to New Zealand. The total exports of this commodity from our largest Dominion averaged 1,300,000 cwts. over the past four years of which 79 per cent came to Britain."

Maple Sugar

"Canada is the only Empire country which exports maple sugar always in refined form. Her annual average exports for the years 1924-27 amounted to 34,655 cwts., of which less than one per cent came to Great Britain."

Tobacco . . . Acquiring a Taste

"The tobacco habit is essentially an acquired one: I have yet to meet

(Continued on page 14)

ROUP

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Treatment:—Use Pratts Roup Tablets according to directions.

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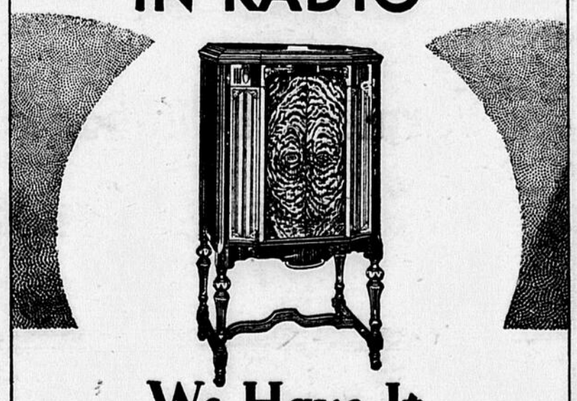

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Ladies' Rose-Marie Crepe Dresses
Very Latest Style
Colors:- Winetone, Corsair, Blue, Hornage Blue, Copper Glow, Oak, Rose, Manilla Brown, Fawn, Black.
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Special this week only $11.95

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New Colors Just Received
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Pringle, Stark & Co.

Lord Nelson Hotel, Halifax, N. S.

A centre that focuses the great traditions of the city of Halifax and is at the same time an up-to-the-minute modern hostelry in keeping with any on the continent, the Lord Nelson Hotel is an emphatic reminder of the past glories of the city as well as an indication of the growing attraction of Halifax and its surrounding country to tourists and businessmen from this continent and from overseas. The situation of the hotel, in the centre of the city, is worthy of its associations. It stands facing the Botanical Gardens timbered with tall elms and adorned with statuary, a park worthy of any city in the world and from its windows there is a fine view over the harbor. Spacious vistas and fine architectural effects are here combined in an ensemble that will give the best of impressions to travellers reaching the Gateway of Canada.

The raison d'être of the Lord Nelson Hotel is perhaps best expressed in the words of Mr. E. W. Beatty, Chairman and President, Canadian Pacific Railway, on the occasion of its opening. He said: "In addition to the opportunities for sport which are unsurpassed and attract tourists from both the United States and Canada, you have the historic associations such as typified by the Evangeline legend which the Canadian Pacific and Dominion Atlantic Railways have successfully preserved and featured. It seems to us only right that the railway which came into existence as a fulfillment of one of the terms of Confederation should encourage such travel to your cities and other historic places. That travel has grown apace during the past few years and it was because of this fact among others that at the solicitation of your businessmen we joined with them in the building of this hotel."

The building of the Lord Nelson Hotel represents a community effort on the part of the citizens of Halifax aided by Canadian Pacific and Dominion Atlantic Railway guarantees. The latter railway is of course directly interested in travel into and out of Halifax and in the encouragement of tourist traffic.

In keeping with its name, the hotel is Georgian in character and its derivation from the great naval hero is emphasised in striking manner. There is a decided nautical touch about its appointments and to give one instance the grill is named the "Ward Room" while waitresses move around garbed sailor fashion. Lanterns help out this illusion and one of them has very close associations with the historic dead. When Lord Nelson lay dying in the cockpit of the Victory off Cape Trafalgar on October 21, 1805, it was this very lantern that illuminated the scene as the ship's surgeons sought to save a life that was part of the price of the enemy's defeat. A bust of Nelson, an original from the Royal Naval Institute at Greenwich, a very fine piece of work, stands in a corner of the lounge, facing a model of his flagship. Again, in the main dining room, a beautiful oil painting shows the admiral on his flagship with his men running up a signal of victory.

The period commemorated by its name is most successfully reproduced in the Lord Nelson Hotel, but with no loss of all the modern luxuries and comforts. Immediately inside the front doors is a handsome and spacious lobby which at once gives the keynote of Georgian decoration. The hotel offices are here as also other public services such as elevator lobby telephone room, cigar shop, etc. The ceiling is a notable treatment of old ivory with bosses of antique gold. mezzanine floor and ladies' waiting-room leads up from this and on one side of the lobby is a short flight of steps leading up to the assembly lounge. In this room and in the adjacent assembly hall the attempt to recapture the atmosphere of two hundred years ago has been particularly successful. The walls and ceiling of the lounge are of old ivory and the general color scheme is low in tone centering in candle and lamp shades of deep rose. The central feature is a fine fireplace over which is an excellent copy in oils of the full length portrait of Lord Nelson that was painted shortly before his death. In one corner stand a fine copy of the well known bust of the hero and on a center table is a splendid model of his ship, the "Victory."

One end of this room opens into an assembly room which is large enough to seat about 250 people comfortably. Its walls are finished in a pleasing old green relieved by pilasters of black and bronze gold while color is further supplied by curtains of dark rose. At one end is an ample stage with the usual dressing rooms and disappearing footlights. The electroliers as in the other rooms, are in Georgian cut glass and bronze gold.

Leading from the other side of the lobby up a short flight of marble steps is a foyer and beyond that the main dining room which is perhaps the outstanding feature of the hotel. The dominating colors are blue, ivory and gold. The walls are covered with one of those lovely old scenic papers that carries the eye far out over tree-shaded gardens and across a blue sea into the lighter shades of the sky. The pillars are mirrored and framed in bronze gold. Behind this room are the service kitchens and pantries and these have been designed and equipped with every modern facility for maintaining the highest form of dining room service. These kitchens also serve a series of private dining rooms that lead from the mezzanine floor and are equipped with their own toilets and cloak rooms.

On the floor beneath the lobby are a series of fine shops opening on the street and here also is the spacious grill which in keeping with the nautical atmosphere noted elsewhere in the hotel, is termed the Ward Room. Its woodwork is of oak and its ceiling crossed by hewn beams. It is lit by ship's lanterns of brass and by candelabra designed from binnacle lights and ships steering wheels. The furniture also is of stout oak. Other features of this floor are a barber shop beauty shop and the usual public services.

The bedroom floors include a number of fine suites of which the royal suite is an outstanding example. Like the others, its character of decoration is in keeping with the rest of the hotel. It consists of sitting room, dining room, and two bedrooms and its furnishings include some fine examples of the early Georgian. The bathrooms and general plumbing and heating arrangements throughout are up to the most modern standards as also are all the facilities for public service.

A hotel of this kind is not only a notable addition to the architectural beauties of Halifax, but it fills a want long and increasingly felt in that city. Its effect on the large and rapidly growing tourist and travel traffic of Nova Scotia is difficult to overestimate.

Aubrey-Riverfield

White Ribboners to Meet in Church Hall.—

A White Ribboner meeting is to be held in Riverfield Church Hall on Saturday afternoon at 2 o'clock, Mrs. McArthur of Dewittville is expected to be present. A cordial invitation is extended to all mothers to bring their children and have them enrolled. All children under seven years of age are eligible for enrolment.

Mrs. James Angell Sr., Moves to Ormstown.—

It is with regret that we note the fact that Mrs. Jas. Angell, senior, a life-long resident of this locality is moving to Ormstown. Mrs. Angell, who has always been an active church and social worker will be greatly missed here. The good wishes of her many friends go with her to her new home.

D. A. Black in Hospital.—

Mr. Donald A. Black is at present a patient in the Montreal General Hospital, where he underwent an operation for the removal of his tonsils. Mr. Black is progressing nicely and hopes to return home shortly.

Edgar McKell Returns Home From West.—

Mr. J. Edgar McKell returned home on Saturday after a three months' visit in the West. His many friends trust this trip will be beneficial to his health which has not been the best for the past year.

Building operations are proceeding on the McKell house, which was ravaged by fire three weeks ago.

Sunday visitors at the home of Mr. and Mrs. W. W. Orr were Mr. John Wilson, an old gentleman of 86 years, Mr. and Mrs. Hugh Wilson, and son, and the Misses Wilson of Valleyfield.

Mr. W. W. Orr is spending a few days in Ormstown the guest of his daughter, Mrs. E. Hooker.

Mr. Sherman Robb spent Monday in Montreal.

Week-end guests at the home of Mr. and Mrs. Edgar McKell were Mr. Hiram McKell and Miss Stella Watt of Montreal, Mr. and Mrs. Scott Fraser and son McKell of Lancaster, and the Misses Gladys and Marna McKell.

Mr. and Mrs. Wm. Rorison are rejoicing over the arrival of a baby boy. Congratulations.

Mr. and Mrs. John Milne and family spent Sunday at Covey Hill, the guest of her mother, Mrs. D. Steele.

Mrs. Jas. Green of Connecticut, spent a few days last week the guest of Mr. and Mrs. W. Craig.

Glenelm

Y. W. A. Prepares For Bazaar.—

The regular meeting of the Kensington United Y. W. A. was held at the home of Misses Bessie and Robina Seward on Saturday afternoon. Twelve members and friends were present, who spent the afternoon in fancy work for the bazaar to be held later. The meeting was conducted by the President, Miss Grace Gordon. At the close a delicious supper was served by the hostesses.

Little Mildred McIntyre in Children's Memorial Hospital.—

Little Miss Mildred McIntyre, 3-year-old daughter of Mr. and Mrs. William McIntyre, is a patient in the Children's Memorial Hospital, Montreal, where she underwent an operation for appendicitis. Her friends all hope for a speedy recovery.

The Sacrament of the Lords' Supper was observed in Kensington United Church on Sunday morning at the close of the regular service, conducted by the pastor, Rev. J. H. Woodside. Two new members were received into the church at this time.

Mr. W. S. MacKinnon of Montreal, spent Sunday with relatives here.

Messrs. Marvin Crawford and Clarence Duncan motored to Shrewsbury, Que. on Monday and are spending a few days at the home of Mr. and Mrs. J. Good.

Mr. and Mrs. D. K. Gordon and family visited on Sunday at the home of Mrs. Wm. A. Anderson, the Gore.

Mrs. W. E. Gillis and Miss Lillian Paul motored to Kenmore, Ont. and spent a few days with Rev. H. G. and Mrs. Steers. While there they also motored to Ottawa and spent a day there.

Mr. and Mrs. Melvin Hamilton and son Glen of Valleyfield, spent the week-end with his parents, Mr. and Mrs. Malcolm Hamilton.

Miss Glenna Emmerson attended the teachers' convention which was held in Montreal the past week.

Mr. and Mrs. R. Warren and son, Mr. Richard and Miss Bella Mansfield of Montreal, were recent guests of Mr. and Mrs. Ward C. Donnelly.

Miss Bernice Wilson of Huntingdon spent a few days with her parents, Mr. and Mrs. H. R. Wilson, the past week.

Miss Eunice Tannahill of Donnacona, Que., spent the week-end with her parents, Mr. and Mrs. J. J. Tannahill, Trout River.

In Leading Strings.

Lawyer—"Had you complete command of yourself at the time?"

Witness—"No, sir. My wife was with me."—Humorist (London).

Hemmingford

Harold Orr Loses Truck.—

Mr. Harold Orr had the misfortune to have his truck stolen last Thursday in Montreal. Mr. Orr had a load of goods for different merchants in the village and had left his truck parked for a short while. He returned to see his truck being taken away, but was unable to do anything. To date the truck has not been recovered.

W.I. Meeting.—

The October meeting of the W. I. was held Friday afternoon in the usual meeting place with 17 members present. The President, Mrs. C. E. Petch read a paper on Public Health in Canada. Mrs. Petch also gave a splendid paper on County Health Units. Mrs. W. C. Collings gave an interesting demonstration on nursing—making of a bed, bandages, etc. The various articles that were sent to Huntingdon Fair were on exhibit. At the close of a very interesting meeting Mrs. R. W. Blair and Mrs. W. F. Orr served dainty refreshments.

The District Deputy paid his annual visit to the local Masonic Lodge about fifty-five being present.

Mr. Orrin W. Fisher and his mother, Mrs. A. E. Fisher motored to Ayers Cliff on Saturday and were guests of Mr. and Mrs. Baldwin.

Mr. and Mrs. Arthur Peacock were recent guests of Mr. and Mrs. Stephen Hadley.

Mr. and Mrs. A. E. Moore were week end guests of Mr. and Mrs. W. J. Johnson.

Mr W. B. Stewart is a patient in the General Hospital.

Mrs. Madden Stewart is spending a few days at W. H. Stewart's at Frontier.

Mr. T. A. Stewart was taken to the hospital in Montreal Monday afternoon.

Seven teachers from this district attended the Teachers' Convention in Montreal the past week.

Miss Muriel Burk spent the week end at Joliette.

Mr. Paton of Montreal was a week end guest of Mr. and Mrs. R. W. Blair.

Miss Frankie Clifford was a Sunday guest of Mr. and Mrs. G. J. Brown.

Miss Hazel Keddy was a week end guest of Mr. and Mrs. H. E. Temple.

Miss Kathleen Temple spent the week end in Montreal and Waterloo.

Rev. Mr. and Mrs. Fulcher and Mrs. J. P. Simpson were visitors in Montreal Friday.

Mrs. McKirryher accompanied by her daughter, Mrs. Wm. Hawkins visited relatives in Rutland over the week end. Mrs. McKirryher will remain for some time in Rutland.

Mr. H. Winterbottom, Mr. George Cookman and Mrs. Cookman were Sunday guests of Mr. and Mrs. Chas. Sellers.

Week end visitors of Rev. Mr. and Mrs. Fulcher at the manse were Miss Jessie Morrison of Sutton, Que., Mis E. C. Tannahill and Mr. Gordon Fulcher of Montreal.

Mr. Gerald Clement, Mrs. Agnes Collings and Miss Margaret Collings were visitors in town Sunday.

Misses Mabel Keddy and Wanita Ellerton of Madonald College were recent visitors at their homes here.

Mr. Maurice Rinfret and Miss Martha Simpson were week end visitors of Mr. and Mrs. J. P. Simpson.

Mr. Morrison Cairns, Mr. Elmer Hadley and the Misses Hazel Marlin and Winnie King spent Sunday in Montreal.

Mr. D. F. Orr spent Sunday in Montreal.

Mr. W. J. Johnson and family spent a couple of days in Montreal the past week.

Messrs. Archie Brownlee and Alfred Cookman were business visitors in Montreal Thursday.

Mr. Roger Davignon was a recent visitor at Mr. W. P. Fisher's.

Mr. McGowan of Montreal was a Sunday visitor of Mr. T. A. and Miss Nellie Stewart.

Howick

Mrs. Wm. Anderson Returns Home From Extended Trip

Mrs. Wm. Anderson, Sr., of Howick who has been visiting at the home of her daughter, Mrs. W. C. Matheson, Stonewall, and with friends at Stoney Mountain and Winnipeg for the past three months, returned home this week. Despite her advanced age, Mrs. Anderson was unaccompanied on her journey. She thoroughly enjoyed her visit and made many friends while away.

Mrs. Barrington and Miss Ada Barrington visited over the week end with the Misses Stewart.

Mr. Ralph Cooper, Miss Robertson and Miss Jean Ritchie attended the Teachers' Convention in Montreal last week.

Week end guests of Mr. and Mrs. G. G. Stewart were Mr. and Mrs. Norman Stewart, Mr. and Mrs. McCauley, Mr. A. R. Stewart and friend, all of Montreal.

Misses Helena and Linda McFarlane spent the week end at the home of their parents, Mr. and Mrs. D. McFarlane.

Mr. Gerald Roy and Miss Addie Robertson are spending a motoring holiday in Vermont.

Mr. and Mrs. Craig of Montreal spent the week end with Mr. and Mrs. Math. Orr. Mrs Swanston who has been spending the past few weeks in Howick returning to town with them

Mr. Brodie Ness of Kingston and Mr. David Ness of St. Johns spent the week end with their father, Mr. D. T. Ness.

Mr. and Mrs. Thompson and Miss Martha Watson are spending a week or two with friends in Hemmingford.

Glenelm

Miss Glen Emerson received a bonus for successful teaching last term in Franklin.

Miss Eleanor Gardner, teacher in the Vance School, was among the teachers who attended the Teachers' Convention held in Huntingdon recently.

Robson

School was closed for a couple of days the past week to allow the teacher, Miss Elleda Stewart to attend the Convention held in Montreal. We are much pleased to hear that Miss Stewart has been appointed a member of the executive committee for the teachers outside of the island of Montreal.

The Reason.

"Your wife likes to go south every year, eh?"

"Yeah. She loves to spend the winter in the rotogravure sections."—(Life.)

Chateauguay Basin

By Sparrowgrass

A Versatile Entertainer.—

Mr. Cook of the Department of Indian Affairs at Ottawa is giving one of his characteristic entertainments, under the auspices of the Managers of St. Andrew's Church, in the Church Hall, on Wednesday. Mr. Cook, who is a full-blooded Indian, contributes the full programme of the entertainment which lasts from an hour to an hour and a half. Mr. Cook is a very versatile entertainer and the Managers expect a full house to hear Mr. Cook as they are sure that the audience will be more than repaid for their attendance.

Baptism.—

St. Andrew's congregation took part in the pleasing sacrament of baptism on Sunday last, when Mr. and Mrs. Ross Lang presented their infant boy for baptism.

Fall Sacrament.—

The quarterly Sacrament of the Lord's Supper will be observed next Sunday in St. Andrew's Church.

Harvest Home Festival.—

St. George's Church held their annual Harvest Home Festival last week. The church was suitably decorated with fruits and flowers and a goodly number of the members were present.

Our Franciscan Brothers.—

The Franciscan Fathers celebrated the annual feast of St. Francis at their Chapel, on Saturday and on Sunday, at the afternoon service, the Head of the Order in Montreal visited Chateauguay and preached a special sermon. A large audience took advantage of this special feature of the celebration.

Epidemic.—

The trustees of the Julius Richardson School closed the school for a few days on account of an epidemic of chicken-pox. After a thorough disinfecting the school has reopened.

Accidents.—

We are sorry to hear that our fellow citizen, Mr. John Wright sustained a severe accident while visiting his niece, Mrs. R. Richardson, at Sherbrooke. We understand that he fell down the cellar-stairs and broke four ribs. Mr. Wright had to be removed to the Sherbrooke Hospital and from latest reports is doing well.

Another accident occurred about the same time to another member of the Wright family. Mr. and Mrs. David Wright of Newport Centre, were motoring to Chateauguay for a visit and when nearing Granby their car overturned. Mrs. Wright sustained a broken collar-bone and Mr. Wright several severe cuts and bruises. After treatment at the Granby Hospital they returned to their home at Newport Centre.

Severe Drought.—

This section has not experienced such a drought for a great many years, as we are having at the present time. Only half an inch of rain fell during the month of September and nothing so far in October. Those wanting to do their fall ploughing are finding it very difficult and the orchardists report that the dry spell ripened the apples at least two weeks earlier than last year. Most of the apples are already picked, while last year many orchardists were only commencing to pick at this time.

InLeading Strings. Lawyer. "Had you complete command of yourself at the time?"

Witness "No, Sir. My wife was with me." Humorist (London)

Dewittville

Sister St. Catherine Critically Ill

Mr. and Mrs. John Ouimet and daughter Margaret, also Mrs. Pat Dineen and son Edward, of Huntingdon, motored to Montreal on Sunday to visit their aunt, Sister Ste. Catherine, in the Infirmary, Mother House, Montreal. Sister Ste. Catherine, formerly Miss Mary McCaffrey, is very ill and not expected to recover.

Birthday Party at Alfred Rabidoux's

On Saturday, September 26th, a party was given at the home of Mrs. Alfred Rabidoux, the occasion being the eleventh birthday of her daughter, Miss Edna Ouimet. About thirty-two guests were present, each bringing a nice gift for Edna, and wishing her many more happy birthdays. Many games were played during the afternoon, then came refreshments, always a very welcome part of the entertainment for the children, who afterwards went home greatly pleased with the enpoyable time spent.

Rankin-Van Vliet Wedding Solemnized

On Saturday afternoon, October 4, at the home of the bride's mother Rev. J. H. Miller officiating, the marriage was solemnized very quietly of Miss Elizabeth Van Vliet to Mr. Burton Rankin, of New Erin. Mr. and Mrs. Rankin left immediately after the ceremony on a motor trip to Quebec City and other points of interest, to be away about a week.

Miss Pearl Holiday was home for the week end.

Week end guests with Mrs. Van Vliet were, Mr. Lyman and Miss Mary Van Vliet, Miss Dixie Ferguson, Mr. and Mrs. David Fair, of Montreal. Mrs. Fair is remaining for a few days.

Mr. and Mrs. Colin McArthur spent a few days last week in Montreal West, visiting Mr. McArthur's sister, Mrs. Stacey Booth. They also visited Mrs. McArthur's brother, Mr. Raymond Ross, who is a patient in the Montreal General Hospital.

Mrs. Skinner and little son Arthur who have been visiting her mother, Mrs. Carr, for the past few weeks, left on Sunday with Mr. Skinner, for their home in Boston, Mass. Mrs. Carr accompanied them to Montreal.

Friends from Dewittville attended the funeral of the late Rev. Thomas Sadler, in Ormstown, on Saturday.

Miss Jean McArthur was a week end guest of Miss Helen Brown, Huntingdon.

Miss Elizabeth Sadler, of Ormstown spent a couple of days last week with Mrs. Peter McArthur.

Rockburn

The Building Committee of the Presbyterian Church has disposed of the last of the open sheds, the idea being in the near future to replace them with a modern closed shed. It is interesting to note that in the old sheds, one of which was donated by the late W. H. Gibson, are two timbers 9 inches square, and 50 feet long, hewn of course by hand, and so smooth that hardly an axe mark can be detected, and apparently as sound as the day they were cut, which is over 70 years ago.

The regular meeting of the W. M. S. Auxiliary was held on Wednesday last at the home of Mrs. A. Pollock. There was a good attendance, and the meeting was presided over by the President, Mrs. N. J. Goldie. Reports were heard from the different delegates of the sectional meeting at Riverfield, which was so much enjoyed, and the remainder of the time employed in sewing.

Huntingdon

Mr. and Mrs. W. E. Lefebvre and son George visited their son, Guy, in Rigaud on Sunday.

The Misses Shirley and Madeline Malloy and Lomyra Popeck of Montreal spent the week end at their homes here.

Mr. and Mrs. Cyr Lamica and Mr. and Mrs. Louis Larche of Malone were Sunday visitors at the home of Mr. and Mrs. W. A. Derochie.

Mr. and Mrs. And. McDonald have returned to Laguerre to retake possession of their farm there.

Miss Marjorie McEwen and Mr. Travis Dance of Montreal were guests over the week end at the home of Dr. J. R. and Mrs. McEwen.

Miss Margaret McGinnis of Montreal spent the week end at the home of Mr. C. J. Murphy.

Mr. Charles Henderson of Lachute Mills spent the past week at his home here.

Mr. and Mrs. George Hampson of Muskegon, Mich. motored through and are guests at the home of Mr. and Mrs. Jas. Hampson. Mrs. Hutchinson of Walkerville, Ont. accompanied them on their trip as well as Mrs. Hampson, who had been visiting her son.

The Misses Etta and Anna Pardellian of Montreal spent the week end at the home of Miss J. Rankin.

Messrs. Stuart and Edgar Davidson of Montreal were week end guests at the home of Mr. W. A. Hunter.

Miss Ena O'Hare spent the week end with friends in Montreal.

Mrs. Richard Brown of Morin Heights was a week end guest of Mr. and Mrs. John Chambers.

Mrs. J. Elder has gone to Calgary where she will spend the winter months.

Mr. Wilbrod Beaulieu of Chateauguay Basin visited relatives in town on Monday.

Mr. John Rousselle is spending a week at the home of his parents, Mr. and Mrs. Z. Rousselle.

Sunday visitors at the home of Mr. and Mrs. William Picard were the Misses Estelle Laurendeau, Madeline Langlois of Montreal and Beatrice Robert of Valleyfield, Mr. and Mrs. N. Lecompt and son, Mr. and Mrs. F. Lecompt, Mr. and Mrs. E. Plouff, and daughter, Mr. and Mrs. J. Lanctot and son, all of Chateauguay, N.Y., and Mrs. G. Lalumiere of Ogdensburg, N.Y.

Mrs. Marguerite McCallum and Mrs. Ida McCallum visited Mr. and Mrs. M. J. Raulston in Malone, N.Y. on Monday.

Mr. and Mrs. Chas. Speck of Worcester, Mass. had as their guests over the week end, Mr. and Mrs. George Clark, Mr. and Mrs. Albert Clark of Southbridge, Mass., formerly of Lacolle, Miss Ella Finn, formerly of Huntingdon, Mr. W. F. O'Neal, Manchester, N.H., and Mrs. E. A. Davies of New York City, née Agnes Scanlan of Montreal.

The Firemen's Benefit picture "The Virginian" attracted a large number of townspeople to its presentation yesterday evening. Net proceeds will approximate $35.

Mr. and Mrs. Hutchinson of North Lawrence, N.Y. spent Sunday at the home of Mr. and Mrs. F. H. Hunter.

Miss Margaret and Ainsley Norman of Verdun spent the week end visiting with their friends, the Misses Jean and Eleanor Hunter.

Mrs. L. C. McDonald has gone to Montreal where she will remain for the winter months. Her home here is occupied by Mr. and Mrs. L. deG. Pelletier.

Mr. Joseph Bisson of Montreal visited with his brother, Lucien Bisson on Tuesday.

Mr. and Mrs. P. J. Lefebvre visited their sons at St. Laurent College, Montreal, on Sunday.

Miss Honora M. Hughes of Huntingdon was among the nurses who graduated from the Alice Hyde hospital in Malone, at the exercises held in the Auditorium of Franklin Academy on Tuesday evening last.

Hard-boiled Miss

Corporal—"They say that girl you introduced me to is pretty hard, eh?"

Sergeant—"Hard is right. It would take a diamond to make an impression on her."—(Army and Navy Journal.)

Covey Hill

United Church Harvest Home Service

The United Church congregations of Russeltown and Covey Hill united in a Harvest Home service here on Sunday evening, with Rev. J. G. Fulcher of Hemmingford in charge. The tasteful arrangement of flowers, fruit and vegetables and the choice of hymns fitting the occasion helped to make this service an impressive one.

Guests at the home of Mr. John Jackson. Sr., have been Mr. and Mrs. Lawrence Jackson of Flint. Mich., Mr. and Mrs. Arthur Livingstone and children of Montreal, Mrs. Archibald Lamb of Franklin Centre, Mr. and Mrs. John Jackson, Jr., Mr. and Mrs. Wm. Jackson, Mrs. E. R. Lowden and two children, and Mr. Hollis Lowden.

Mrs. George Hooker of Ormstown is spending a week with her sister, Mrs. W. R. Perry.

Mr. and Mrs. S. Bradley visited relatives here last Monday.

Mr. and Mrs. W. R. Perry, Mrs. Geo. Hooker and Mr. W. Widdowson attended service at the Beechridge Church last Sunday.

Miss Jessie Christie and Mrs. Hilton of St. Lambert spent the week end at "Kebbaty" and entertained a party of friends from the city.

Mr. Indell Waddell is having some improvements made on his dwelling by Mr. J. C. Barr.

On Tuesday Mr. and Mrs. William Churchill accompanied their son to the Feller Institute at Grande Ligne where he has resumed his studies.

Mr. Potter has been enjoying a visit from his two nephews of Bear Lake, N.Y.

FIRST RAILROAD TUNNEL

The Woodhead Tunnel, which was begun in the spring of 1839, was the world's first railroad tunnel. The first train passed through it December 2, 1845, over what was then known as the Manchester, Sheffield & Lancashire Railway, now the Great Central division of the London & Northeastern Railroad.

How's this for a real radio "buy"

The very latest 1931 Rogers Lowboy and Only

$198.00

Complete with Guaranteed Tubes

The New Rogers and Majestic Radios . . . .

are masterpieces, finer, better-toned and more beautiful than ever! We invite you to see and compare them in our store.

You can purchase any of the new Rogers, or Majestic models from me on the deferred payment plan. Your present Radio taken as part payment, if desired.

L. J. GEBBIE

General Merchant,

Howick, - - - - - - - - - Que.

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When business is poor, then it is most necessary to conserve labor and adopt more efficient means of carrying on your business.

The Telephone does this for you saves time, brings persons to your door and latest information to your ear, all at trifling cost.

It is the least costly of all your help and **if worked** the most efficient.

Call your Central Office for Information

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Hemmingford

The Canadian National Railway and New Brunswick

Specially written for the Gleaner by Alan N. Longstaff.

In the development of New Brunswick the Canadian National Railways have played a large part, indeed the progress of the Province and the lines which serve it are inseparably bound up when the tale comes to the telling. In the early days there was demand for better communication between New Brunswick and its neighbors. To some extent this demand was supported by strategic necessities, but the real reason which impelled the people was the desire to obtain better marketing conditions and to obtain greater facility of intercourse.

The first railway line to be constructed in New Brunswick was the European and North American designed to connect Saint John and Shediac, and in 1857 it was in operation between Shediac and Moncton, eventually connecting with Saint John in 1860. This was the beginning of railway construction and in time the original line became part of the Intercolonial Railway and is serving today as an important link in the Canadian National services in the province.

The railway history of Canada has already been told and it is not intended to further enter upon it here. The building of new lines and the linking up of the old ones was an important factor at Confederation and the service done by the railway builders cannot be overestimated.

The original line and its successors, the Intercolonial and the Canadian Government Railways, were of peculiar value in the development of New Brunswick because that province has less water borne traffic that its neighbor, fully 95 percent of the freight transportation within the boundaries of New Brunswick being handled by the railways. Herein lies the importance of the Canadian National Railways to the Province: the 1259 miles of line in New Brunswick reach every important point and offer the most expeditious route for the shipper. The lines touch the cities, the towns, the ports, tap all sources of freight from the agricultural, forest and manufacturing producers, and, in turn, afford to these same producers the quickest way of receiving the goods which they themselves require.

A Hundred Schooners a Year.

The productive activities of New Brunswick are about equally divided between forestry, agriculture and manufactures, and it has been said recently that lumbering was the nucleus of the industrial life of the province; the cutting of ship's masts the genesis of its commerce. The first industrial use of the pine and spruce forests was in the ship-building trade. As early as 1770 a schooner was launched and 1786 a square-rigged vessel was built at Saint John. The building of vessels during the next hundred years was the main industry, shipyards were established on the beach of every inlet and and on every creek bank around the coast and it is stated that during a period of fifty years an average number of one hundred vessels were built each year.

The Growth of Pulp Wood Industry.

Many changes have come since those days and now the forest products are dealt with in a different anner. New Brunswick ranks fourth aong the Canadian provinces in pulp production, and with the development of water powers now under process of construction this industry appears destined to become the chief wood-using industry. Recent figures indicate the value of pulp and paper production at approximately $8,935,000.

Specialized Mixed Farming

In agriculture, the tendency is towards farming in small units and home-ownership is a deeply rooted sentiment in the rural population, approximately 95 per cent of the farms being occupied by the owners. There has been of late greater tendency to take advantage of the opportunities for specialized farming and the raising of live stock for slaughter and for export on the hoof. In this connection, the Department of Colonization, Agriculture and Natural Resources, Canadian National Railways, has done a great deal of encourage proper bacon hog breeding with a view of reaching the British market and the results achieved have been most satisfactory.

In King's County, where, on account of early railway transport facilities, development in dairying has always been a step in advance of other counties, the factory production of cheese and butter, today is greater than in all counties combined. And in addition to the factory supply, regular daily milk trains are operated to convey the supply of fresh milk and cream to city consumers.

"Potatoes," the Cash Crop

Another important feature of agriculture in which the railway aids is the handling of potatoes. On thousands of farms the only cash-returning enterprise is the growing of potatoes for export. The average total quantity annually exported is between four million and five million bushels. For over half a century this industry has been a large factor in the agricultural development.

The first cargo shipment of potatoes from the Province to Bermuda was made from Shediac in 1877. This was the beginning of the extensive West Indies trade in this product, the supplying of which is the chief farm industry in five counties. The first rail shipment of potatoes from the province to New York City was made in 1876. A direct all the year round trade with Cuba began with the opening of a frost-proof potato warehouse at the port of Saint John in the year 1909, when 150,000 barrels were shipped by the close of the season.

There were issued for the calendar year 1926 official certificates of health to accompany ships' papers on Cuban shipments—specifying that the potatoes were disease-free—for 427,106 barrels of potatoes, each barrel of 165 pounds. Trade with Cuba has unfortunately been checked by the new tariff prevailing since December, 1929.

New Brunswick held until recently the leading position among the Canadian provinces in the seed potato business. The adopting of seed standards and inspecting and certifying by the Dominion Division of Botany in 1915 was the beginning of an extensive trade in certified disease-free potatoes with the various States of the Union. New areas of the Province took up the growing of potatoes especially for seed.

The alterations in the manufacturing production precipitated by the decline of the province's shipbuilding industry did not lead immediately to the introduction of the factory system in a large way. Only such articles as had a large home market and for which there was available a domestic supply of raw material, were produced. Sawn lumber was the chief article exported.

There were later changes and trend towards centralization with the result that the number of manufacturing establishments is now less than in 1870, although the capital invested, the production and the number of individuals employed is far greater. At this time the manufacturing of lumber continues in the lead of other industries in production value, followed by sugar refining, pulp and paper, cotton and cotton yarn, biscuits and confectionery, coffee and spices, preserved fish, electric light and power and boots and shoes.

In the development of agriculture and in the encouragement of industry the Canadian National Railways and its forerunners, have played a large part. At all times there has been sympathetic consideration and rates have been placed at the lowest level commensurate with adequate service. In other fields the railway company has contributed to the development by extensive advertising of the resources, the advantages and the delights of New Brunswick. One such means of publicity has been the use of radio, station CNRA, at Moncton, being one of the finest broadcasting equipments in the Dominion capable of reaching the British Isles and the continent of Europe, as well as the extensive reaches of the Atlantic coast. Through this station the features of New Brunswick have been made known and the friendly voice always invites the neighbor on the other side of the border to cross the line and learn at first hand the pleasures which await him.

The Canadian National Railways has widely advertised the Province particularly in relation to its great attractions for tourists, its wonderful rivers and streams and its wealth of forest beauties. The growing interest of travellers in the Province and the enhanced value of this "industry" to the province has been largely due to this extensive and useful form of publicity initiated by the railway.

WHY SUFFER FROM YOUR LIVER?

Why be handicapped with unsightly blotches on the face, eyes with yellow tinge and that tired and languid feeling? This indicates a torpid liver.

Headache, Dizziness and Biliousness surely follow. You must stimulate your lazy liver, start the bile flowing with Carter's Little Liver Pills.

They also act as a mild laxative, purely vegetable, free from calomel and poisonous drugs, small, easy to swallow, and not habit forming. They are not a purgative that cramps or pains, unpleasant after effect following, on the contrary a good tonic. All Druggists 25c and 75c red pkgs.

Athelstan

By Adda-Lyne

Play Planned For

The members of the Wide Awake Club were entertained by Muriel and Allan Mack at their home on Thursday evening and needless to say the evening was a most enjoyable one. Further plans were made for a play to be given in the near future. There was a good attendance.

The regular monthly meeting of the Women's Christian Temperance Union was held Thursday evening in Munro Hall. Delegates were appointed to attend both the Rally at Dewittville and the Provincial Convention which meets early in November in Montreal.

Joint Communion Held

At the Sunday afternoon service in the United Church, communion was dispensed to the members of the joint congregations of Powerscourt and Athelstan by the Rev. J. Woodside, assisted by the elders. Most interesting and helpful sermons were delivered by the pastor at both the Friday evening Preparatory and the Sunday services. Six new members united.

Mrs. Hill of Burke, N.Y. recently visited at the home of Mrs. E. A. McHardy.

Mrs. Percy Chauvin spent Wednesday with friends at Strathmore, Que.

Mrs. Moore, Miss Beryl Moore and Mr. Nelson Pettis of Ormstown were week end guests of Mr. and Mrs. W. R. Wilson.

Mr. and Mrs. Donald Hamilton moved last week to Kensington, to the Lunan farm which they recently purchased. The good wishes of the community go with them to their new home.

Miss Margaret Cooper returned on Sunday from Canton, N.Y. where she has been visiting friends for the past week.

Mr. and Mrs. H. A. Hampson, Arthur and Betty and Miss Stott motored to Shawville, last Thursday and visited with friends for a few days.

Visitor (at quiet resort)—"Whatever do you do here when it rains!"
Native—"Oh, we just let it rain!"

Beaver

By Nancy Lee

Miss Margaret Dunlop of Montreal spent a few days recently with her parents, Mr. and Mrs. J. K. Dunlop.

Mrs. John Watterson of Moose Jaw, Sask. returned to her home on Wednesday after a pleasant visit with relatives, taking with her Mrs. T. E. Whitall and daughters Vivian and Helen, to make their home with Mr. and Mrs. Watterson during the winter.

We are glad to welcome Mr. and Mrs. McDonald and family of Laguerre to our community, they having bought the farm formerly owned by the late T. E. Whitall and at one time the home of Mrs. McDonald's father, Mr. Albon McArthur.

Mr. and Mrs. Maitland Platt had a husking bee and dance Friday evening. Every one reports a good time.

Mr. and Mrs. Ernest Watterson motored to Montreal on Wednesday and spent the day with friends.

Recent guests at the home of Mr. and Mrs. Hugh Cameron were, Mrs. Allie Cushman, Miss Stella Cushman of Westville, N.Y., Mr. and Mrs. Harold Kerr and son Hugh of Montreal, Mrs. Arthur Miller, Mrs. Stanley Murdoch and daughter Doris and Mr. Noel Miller of Syracuse, N.Y.

St. Anicet

Rev. J. J. Gallagher of Valleyfield was a visitor at the home of Mr. Alfred Primeau, Tuesday.

Miss Laurette Raymond of Montreal is visiting at her home here.

Mr. and Mrs. Thomas Chretien and family of Tupper Lake are visiting relatives here.

Mr. Adrien Quesnel and a few members of his family visited with relatives in Tupper Lake over the week end.

Powerscourt

Miss L. N. Arnolds, teacher in Hinchinbrooke, Dist. No. 8, has received a bonus for successful teaching in the past year, also the Strathcona Trust Prize for Physical Training.

BORN

Deschamp—At St. Agnes, Que., on September 14, 1930, to Mr. and Mrs. Albini Deschamp, a son, John Maurice.

Elder—At Inchkeith, Sask., on Sept. 26, 1930, to Mr. and Mrs. A. G. Elder, a son (James Donald.)

Fennell—On September 21st, at Hotel Dieu Hospital, Valleyfield, Que., to Mr. and Mrs. W. A. Fennell, a son.

McWilliams—At the General Hospital, Shawinigan Falls, Que., on October 2, 1930, to Mr. and Mrs. James I. McWilliams, a daughter (Margaret Effie.)

MARRIED

Rankin-Van Vliet—At the residence of the bride's mother, Dewittville on October 4, 1930, by the Rev. J. H. Miller, Elizabeth Irene, youngest daughter of the late Lachlan Van Vliet and Mrs. Van Vliet, to Burton Allan, only son of Mr. and Mrs. Arthur Rankin, New Erin.

DIED

Muir—At Huntingdon, Que., on Monday, October 6th, 1930, Archibald Muir, in his eighty-fourth year.

O'Connor—At Barton Hepburn Hospital, Ogdensburg, N.Y., on October 4, 1930, Nellie O'Connor, aged 57 years, formerly of Malone.

Franklin Centre

By R. A. C.

100 People at Ladies' Aid

The Ladies' Aid held their usual monthly social evening and supper at the home of the President, Mrs. Henry Blair on Wednesday evening. Around one hundred took supper and all report having a nice social time.

Local People Attend S.S. Convention

Several of our town folks attended the S.S. Convention held at Dundee on Wednesday, including Mrs. Willie Dunn, Rev. and Mrs. Duncan and Mrs. R. J. Blair.

Mr. Oswald Reneault has moved into his new house on Main Street. The house being built on the bungalow style is very attractive.

A goodly number partook of the Sacrament of the Lord's Supper in the United Church on Sunday morning.

Mrs. J. E. Seale of Morin Heights, Que., Mrs. H. A. Paquette and Masters Cameron and Arthur Paquette of Montreal were Sunday callers at Mrs. M. E. Young's. Mrs. Seale and Mrs. Paquette are perhaps better known here as Dorothy and Myrtle Cameron.

Mrs. Willard Blair spent a few days in Montreal last week.

Mr. and Mrs. Gordon Pitt and Mrs. George Martin of Montreal were guests of Mr. and Mrs. Charles Dickenson over the week end.

Mr. Gerald Beaudin of Champlain N.Y. was the week end guest of his mother, Mrs. J. Beaudin.

Mrs. Milford Oliver and Miss Beryl Oliver and Miss Annie Goldie of Rockburn were Sunday guests of Mr. and Mrs. Charles Rowe.

Mrs. A. McMillan who has been at her sister's at Rennie's, is now visiting at Mr. George Sutton's at Frontier, N.Y.

Mrs. Wilbert McMillan, Mrs. Wm. Hanna, Mrs. John Goldie, Mrs. Kenneth Brooks and baby Ross, Miss Luella McMillan and Miss Hawley all motored to Valleyfield on Friday.

Miss Edna McKinney who has been visiting relatives in Franklin returned home to Ellenburg on Sunday.

Mr. and Mrs. William Sharp visited relatives in Covey Hill on Sunday.

Mr. and Mrs. Wm. Whitehead motored to Montreal on Sunday and visited friends there.

Mr. and Mrs. Wm. Price visited her father, Mr. James Fosburg in Havelock on Saturday.

Rev. Mr. Young has returned home from Brockville where he attended Conference.

Mr. and Mrs. John Welch and family of Chateaugay, N.Y. Mr. and Mrs. Andrew Lindsay and Mr. Duncan Lindsay of Rockburn were Sunday guests of Mr. and Mrs. Charles Dickenson and family.

Mr. and Mrs. Gordon Pitt and Mrs. George Martin of Montreal were the guests of Mr. and Mrs. Charles Rowe on Sunday.

Mr. and Mrs. Ben Munroe, and Mrs. John Shea of Cannon's Corners N.Y. were the Sunday guests of Mr. and Mrs. Ben Johnston.

Mrs. Fred Adams returned home from Canestea, N.Y. on Saturday where she has been visiting her son, Mr. Herbert Adams and family the past two weeks.

Mrs. Hammitt and daughters who have been the guests of Mrs. A. A. Rowe the past month, returned home to Montreal last week.

Mrs. Robert's relatives of Montreal including her father, mother, and others were guests at her home at Mr. Miles Town's on Sunday.

Mr. James Manning motored to Ogdensburg on Saturday and spent Sunday with his friend, Mr. Clifford Pennington, returning home Monday.

Mrs. Lane of Montreal who has been the guest of Mrs. R. C. Manning for the past few weeks, returned home on Friday, Mrs. Manning and Mr. James Manning accompanying her.

True dyes are easiest to use!

Dresses, drapes or lingerie look *new* when they're re-dyed with Diamond Dyes. No spotting or streaking; never a trace of that re-dyed look. Just rich, even, bright colors that hold amazingly through wear and washing.

Diamond Dyes are the highest quality dyes you can buy *because they're so rich in pure anilines.* That's what makes them so easy to use. That's what they've been famous for 50 years. 15 cent packages—all drug stores.

Diamond Dyes
Highest Quality for 50 Years

Starting Grist Mill at St. Agnes

Custom Grinding

W. C. McGibbon

Phone 643 r. 1-2, — St. Agnes, Que.

The Gore

By Priscilla

Junior Boys Play Ball

Saturday afternoon a friendly game of baseball was played between the Hinchinbrook Juniors and Huntingdon Juniors. A few of the regulars were absent from Huntingdon's team and one from Hinchinbrooke team, which affected the game some, but we hope to be able to play again soon. The score was 3-14 in favor of Hinchinbrooke.

Huntingdon	Hinchinbrooke
pitcher	
C. Cooke	L. Cameron
catcher	
F. McGill	C. Montgomery
1st base	
L. Chambers	M. Taylor
2nd base	
C. Cahill	L. Graham
3rd base	
W. Todd	G. Henderson
s. s.	
A. Kenny	R. Wilkinson
r. f.	
A. Taylor	G. Taylor
c. f.	
E. Ames	C. Henderson
l. f.	
F. McWhinnie	Geo. Henderson

Mrs. (Dr.) J. M. Barrington, Miss Ada Barrington of Montreal were the week end guests of Mrs. Jane Henderson.

Mr. and Mrs. Nelson Anderson and little daughter, Mrs. Robert Anderson, Mr. and Mrs. Russell Anderson were the week end guests of Mr. and Mrs. Stanley Frier and family, Carthage, N.Y.

Mr. and Mrs. W. W. Graham and little son Walter of Notre Dame de Grace were the week end guests of Mr. and Mrs. T. J. Graham and family.

Mrs. Angus McNaughton of Dewittville spent the week end at the home of Mr. and Mrs. Russell Anderson.

Miss Violet Anderson of Montreal was the week end guest of her mother, Mrs. Sarah Anderson.

Mr. Ellis Wilson of Huntingdon was the overnight guest recently of his friend, Mr. Lyell Graham.

Mrs. J. Gardner of Montreal was the week end guest of Mr. and Mrs. W. C. Foster and family.

Valleyfield

Henri Philie, 22-year-old son of Mr. J. H. Philie, died suddenly in Quebec City, while on a visit there with his father, over the week end. Ptomaine poisoning was the cause of his death. Much sympathy is felt for the bereaved father and family.

Dundee

The members of the Dundee Y were entertained at the home of Mr. A. W. Vass on Friday evening, Oct. 3rd. Plans for a concert were discussed, and delegates were appointed to attend the Rally at Dewittville. A short time was spent in playing games, after which lunch was served to about 25 members. A vote of thanks was given Mr. and Mrs. Vass and Hazel for entertaining the Y. Then all joined hands and sang Auld Lang Syne.

St. Agnes

Wednesday and Thursday last Father David, his mother and the Misses Thibault motored to S.-Aubert de L'Islet below Quebec, to attend the funeral of a near relative to Mrs. David.

A pea soup supper was served at St. Agnes de Dundee Church on the 5th. to commemorate the 67th anniversary of the foundation of the parish. The crowd gathered from Valleyfield, Montreal, St. Anicet, Huntingdon and Fort Covington. Father Macdonald, pastor of St. Barbe, Father Pilon of Hinchinbrooke and Father Brault of Constable, N.Y. were present. Special thanks must be extended to Father Macdonald, he is a wonderful auctioneer. Mr. Bourque accompanied by Mr. Gaspard Daoust of Valleyfield sang and played different tricks that enlivened the crowd. Old step dances by small children and old people recalled the memory of old times of the country. Many went back home with nice presents and souvenirs. The next organization will be a concert to commemorate the second anniversary of the building of the new church.

Mrs. Isidore Quenneville of Sturgeon Falls, Ont. is visiting her brother, Mr. and Mrs. Ambroise Pilon.

Mr. Fred Quenneville and the Misses Mabel and Fernande Quenneville of Montreal spent Sunday visiting his mother, Mrs. Olivier Quenneville and brothers Edmond and Wilfrid.

Mr. and Mrs. Charles Desautels and Mr. Joseph Desautels and daughter Regina and nephew Jean, all of Montreal spent the week end visiting Mr. and Mrs. Ambroise Pilon.

Teacher: "Why did you stay away from school yesterday?"

Boy: "Please, sir, muvver's ill."

Teacher (anxiously): "Scarlet fever is bad in the village. What does the doctor say it is?"

Boy: "Please, sir, he says it's twins."

READ OF A CASE LIKE HER OWN

Decided to take Lydia E. Pinkham's Vegetable Compound

Moncton, New Brunswick—"Before my last baby was born I was very weak, nervous and discouraged. I saw an advertisement in the paper about a woman who had been like me so I bought a bottle of Lydia E. Pinkham's Vegetable Compound. I took three bottles and it carried me safely through that critical time. I have three children to care for and I feel well and strong. I have told two other women about your medicine."—Mrs. Gus Arsenault, 82 Albert Street, Moncton, New Brunswick.

Dundee

Mrs. Isabell Daly of Montreal, is visiting her sister, Miss Janet McNicol at the home of Mr. and Mrs. Wm. A. McNicol.

Mrs. Jas. Colquhoun, together with her parents, Mr. and Mrs. Burpee of Massena, N.Y. departed on Friday for a ten day trip to New York City and Boston.

Mr. and Mrs. Robert Arthur, daughters Misses Janet and Roberta, of Trout River, also Mrs. Skinner, of Arlington, Vt., were recent visitors at the home of Mrs. Jessie Vass.

Miss Annie Stewart and Mr. Mann of Worcester, Mass. have been visiting friends in this locality.

Mr. and Mrs. McArthur of Calumet were week end visitors at the home of Rev. C. A. and Mrs. Haughton.

Mr. and Mrs. Allan Fraser of Lowell, Mass. and Mr. and Mrs. Derry and daughter Miss Jean Derry of Montreal were recent visitors at the home of Mr. and Mrs. Wm. J. Fraser.

Mr. and Mrs. J. J. Fraser, Miss Bernice and Master Harold Fraser, also Mr. Robert Steven motored to Montreal on Saturday.

Kitchen Standards

Score cards have been devised for everything in the factory and in business. We have become standardize economically. The business which does not keep up to the standard is riding for a fall. But what about the home?

The housewife works so much by herself, does things her own, often old-fashioned way, that few of our kitchens have become standardized. What is a standard kitchen, anyhow?

The standard kitchen should be: well built; easily kept clean; well lighted; well ventilated; have modern equipment in good condition; be arranged to eliminate fatigue, as far as possible; be pleasant and attractive; how does your kitchen rate in these respects?

Upset Not Serious If Bowels Get This Help

When you're out-of-sorts, headachy, dizzy, bilious, with coated tongue, bad breath, no appetite or energy—don't worry. It's probably constipation.

Take a candy Cascaret tonight and see how quickly your trouble clears up. No more headache; no gas on stomach or bowels. Appetite improves; digestion is encouraged. Take another tomorrow night and the next night. Get every bit of the souring waste out of your system. Then see how bowel action is regular and complete.

Cascarets are made from cascara, which doctors agree *actually strengthens bowel muscles.* Ten cents at all drug stores.

Sometimes the difference lies in speed, and it is surprising how one engine will develop a knot or two more than its twin frm the same "shops".

More often the contrariness of twin ships appears in the way in which they answer the helm. One will behave like a "perfect lady", responding to the slightest touch, while her twin sister "stirs like a hay-stack" as sailors say. Again, one sister will keep comparatively steady in dirty weather, while her twin is rolling and pitching abominably.

The war, with its mass production of shipping, proved the contrariness of twin ships over and over again. For instance, twelve mine-sweepers were built together, at the same time, in the same yard, and from the same set of plans.

Yet when the flottilla put to sea every single ship behaved differently, and to look at them you would have thought that each one had been launched in a different port.

This pecularity applies equally to aircraft, for they cannot build two airplanes of the same type in a factory that will fly in the same way.

It's the cut that counts

The lines are controlled by the "cut" of the garment, when you slip into a Lefebvre built garment you can immediately note the difference. It feels right and looks it. It's the cut that counts. Suits and Overcoats from

$30.00

F. Lefebvre & Son

Huntingdon, Que.

Leduc & Prieur

--Established in 1897--

Departmental Store

SPECIALTIES:

Ladies-Ready-to-Wear
Men's Tailored Suits
Men's Ready-to-Wear
Fur Coats, Boots & Shoes
Fresh Groceries in a Complete Line

—COAL—

Only Valleyfield agents for Susquehanna coal

We buy farm produce in exchange at the highest market prices.

Leduc & Prieur

Valleyfield, - - Que.

Perpetuating the Historic Past

New Canadian National Hotel, at Halifax, Architecturally Links Fine Traditions of Ancient Port to Efficiency of Present-Day Travel.

To construct today a hostelry that is something more than "just another good hotel" requires a profound knowledge of a highly specialized art, imagination, good taste, and the good fortune of an unusual setting.

It is due to the happy combination of these factors, that the new Nova Scotian Hotel, at Halifax, recently opened by the Canadian National Railways, owes its distinctive character. Thanks to its unique situation as a gracefully convenient link between rail and ocean traffic, and to the unerring instinct for the appropriate which seems to characterize Canadian National undertakings, The Nova Scotian has an individuality of its own without benefit of a single superlative.

The contributions that help give the new hotel distinction are many. Its architecture, a free adaptation of the Georgian style to a modern problem, was evidently suggested by the historical associations of Canada's winter port and by many of the older buildings in the city. The materials used are native stone and brick. The brick is a rich red with a marked blue cast. Both design and materials are in most pleasant harmony with the Halifax of today and the Halifax that is past.

Beside serving as a "gateway" to Canada, the hotel is also the eastern terminal of the Canadian National Railways, because railway station and hotel are joined with ingenious skill. A short ramped arcade leads from the station lobby to the foyer of the hotel and this connection is so contrived that each is a distinct element of the design.

Either station, or hotel, might easily have been made an appendage of the other, perhaps not a grave objection, but each would seem to have the right to its own identity. This has been cleverly managed by altering the axis of the columned station entrance, so that its facade, while attached to that of the hotel, is distinct from it.

The station facilities are connected by a covered passageway with the wharves of the Halifax Harbour Commission, where Canada's winter ocean traffic ties up, and where three large ocean liners may berth, bow to stern. From the hotel to the wharves is an easy iron shot and the station concourse is on the green.

The red cap, who greets the traveller at the steps of a transcontinental train, and the porter who greets him at the gangplank of one of the Canadian National Steamships' liners in from a West Indian cruise, deposits his luggage at the desk of The Nova Scotian. The ordeal of moving from ship to hotel and hotel to train has been eliminated by bringing all three into close contact. The situation of The Nova Scotian makes it something more than a commercial, or tourist, hotel. It is also a gateway to this country. This dignified position imposes responsibilities. Whether first or last impressions are more enduring, the duty of making them pleasantly memorable to the visitor rests with The Nova Scotian.

Few hotels anywhere are ever afforded a more satisfactory setting than is The Nova Scotian. The railway tracks approach the terminal from the south, but from all other points of the compass the Nova Scotian is surrounded by generous open spaces. Unlike many modern buildings built on a single frontage, the hotel is four-sided. It has a front, it is true, because one enters there, but it certainly has no back, and neither side elevation is slighted because it "cannot be seen from the street."

To the west, facing the main entrance, a solid city block of houses has been cleared away between Hollis and Barrington Streets, and this space has been laid out as a formal park. A wide double pathway divides the park on the axis of the hotel and smaller diagonal paths join the opposite corners. Trees have been planted flanking the walks, and the intervening spaces developed with shrubbery and lawns.

The front of the hotel is set well back from Hollis Street, allowing the creation of a small formal grass plot and a private driveway. The privacy of this driveway is considerably enhanced by the protecting angle of the station portico.

Adjoining the hotel to the north and east (the harbor front) is a garden terrace with its fountain, paved walks and long walls which contribute so greatly to the charm of flowered places. On a lower level and between the terrace and Marginal Road which parallels the docks, is a long sunken rose garden broken by the geometrical pattern of gravelled walks, low, wide steps, and, at focal points, small garden exedra.

Few public buildings anywhere in this country are framed in such a pleasing manner, but it is one of the features of The Nova Scotian that the views to be obtained from the hotel are as noteworthy as those of the hotel. From the terraced roof gardens, leading off the eighth floor, one commands the entire country about Halifax. Down the long reach of the harbor lies the open sea, across it are the hills of Dartmouth, and encircling one are the wooded hills which cup the city.

That the need existed for the new Nova Scotian Hotel is obvious and the Canadian National Railways are to be congratulated that the need was met so admirably. The interior arrangements of the new hotel are in keeping with the treatment of the dignified exterior.

Two solid floors are given over to public spaces, generous in proportion, and excellently disposed in relation to one another. Above the public floors rise the tiers of sleeping floors with 160 bedrooms, each with its private bath, and between the open air terraces on the eighth floor is the home studio of station CNRH, most easterly of the Canadian National Railways' transcontinental broadcasting chain. The service elements, including kitchens, store rooms, laundry, ice plant and numerous other accessories of the modern hotel, have been planned to give immediate access to the various public rooms, and pantries on each floor provided for room service.

On entering the hotel from the street, one comes at once into the main lobby, a lofty, columned space with textured walls of bronze and green. The effect is spacious and pleasantly restrained. Draperies, tapestries, and ceilings are Florentine in feeling, freely adapted to modern taste.

Off the lobby, wide corridors lead to a gracious flight of steps at one end and to the station arcade at the other. The hotel office, check rooms, and elevators are all conveniently to hand. On the axis of the main entrance, and across the lobby from it, is the dining room, a large open room overlooking the sunken garden. In this room, the furniture, as is the case throughout the entire hotel, is a modern adaptation of a classical style. Carpets and draperies are also specially designed with the late Italian Rennaisance as the inspiration. The dining room is equipped with radio installation which permits one to enjoy the selections being broadcast from the studios above.

In direct contrast with the more formal treatment of the dining room is the oak-panelled grill room, with its heavy beamed ceiling, carved grotesques, and leaded windows. The ladies' lounge and tea room and the ladies' writing and retiring room, situated at the far end of the main lobby, have been carried out in the manner of the Brothers Adam, with finely modelled cornices, decorated walls, and the graceful furniture of the period.

The staircase, with its wrought iron balustrade, curves leisurely upwards to the first floor lounge, a long modern English room overlooking the public park and opening on the terrace over the main entrance.

In the evenings, this room forms a part of the system of connecting foyers which lead to the ball room and from which one may easily enter rest and retiring rooms, or any of the salons. The latter are so arranged that they may be used as private rooms, or thrown into one large banquet hall, shut off but at the same time conveniently adjacent to the lounges and elevators.

The ball room is entered at the side from a foyer which divides it from the lounge and is at a lower level. The room is richly decorated and has a dancing space of over 3,500 sqoare feet. Large arched windows overlook the gardens, and at the opposite side an arcaded corridor gives an architectural character to the room which relieves it of any feeling of gauntness. At one end is a small but well proportioned stage, radio equipment is installed, and there is a fine organ. The room is designed to care for concerts, lectures, and conventions as well as to furnish a fitting setting for the gala nights of Halifax society.

It was in this ballroom that the C.N.R. gave a dance in honor of the C.W.N.A. members. The ball was largely attended and at the early stages of the ball a halt was called and the orchestra struck up "Here Comes the Bride." It was no hoax for in the convention party were new bridal couples. The newlyweds were ushered into the ballroom amidst loud applause.

The C.N.R. left no strings unpulled to make the conventionists most grateful and at 11 o'clock the massed gathering assembled in the main dining room where a supper was spread.

Altogether the new Nova Scotian takes its place in the company of the distinguished hostelries that have made Canadian hospitalities to the traveller world famous, and its distinction rests as was said before, on the unerring sense of the appropriate which is evident both in every detail and in the composite whole.

MEN AND BOOKS

(Continued from page 11)

the boy (or girl!) who really enjoyed his (or her) first smoke. But once the palate becomes accustomed to a certain type of tobacco, it is exceedingly difficult to develop a taste for other types. If, therefore the members of the rising generation could be prevailed upon to "break themselves in' on Empire tobacco, they would probably smoke nothing else for the rest of their lives. There is certainly no physical nor economic reason why the Empire should not become self-supporting in the matter of tobacco supply."

Trade Balances

"The geographical position of a country is of course a very powerful factor in influencing direction of trade and it would be senseless to cavil at this provided that the trade were complementary. But in many cases it is one-sided. Ships go fully laden and return with only half-filled holds. This is merely a method of illustrating a situation which cannot be regarded as satisfactory."

Agricultural Machinery

"The manufacture of agricultural machinery is one of the most important industries in the Dominion, but although there are sixty establishments so engaged, the bulk of the output is from three large firms, one of which was established in 1847.

The average annual value of the output from 1924 to 1927 was about $32,150,000 to $39,300,000. In 1924, 31 per cent of the total output was exported, and in 1927 exports accounted for 45 per cent of the total output. The aggregate exports for 1924-27 to other parts of the Empire, including the United Kingdom, amounted in value to $10,150,000. Australia absorbed $5,590,000 worth and the United Kingdom $1,380,000 worth."

Rubber Manufactures

"Canada now stands fourth among the countries of the world as a manufacturer of rubber goods. The annual output of rubber manufactures in that country was valued at $93,375,000. In 1928 this Dominion's exports to the world were valued at $28,415,000 of which $6,875,000 worth was consigned to the United Kingdom."

Investing in the Empire Overseas

"There is a well-nigh unlimited field for the investment of British capital in the development of secondary industrial enterprise in the Empire, especially in Australia."

Canada's Public Debt in 1928

Total Public Debt $2,350,000,000
Owed to United Kingdom $270,000,000
Interest payable in U.K. .$11,370,000

The closing paragraphs of this book are worthy of quotation:

"Disregarding jingoism, it seems quite natural that in so far as trade begets prosperity, we should wish to trade, to mutual advantage, among those with whom we have so many points in common. Such an attitude does not betoken any churlishness toward other countries, on the contrary it should be to the advantage of the world at large if the latent resources of the British Empire were developed."

"I have sought throughout this work to maintain a balanced outlook, to avoid stressing this or that aspect (of the facts set down) which would obviously have some special appeal to the partisan. Thereby I have hoped that my work will be acceptable and prove helpful to all who have the wisdom to realise that however desirable it is to reform the world, there is no better precept than example.

And we have a splendid Imperial heritage in which to set the example."

Empire Stock-Taking

By L. St. Clare Grondona, 1930
Simpkin Marshall, Ltd. 10s 6d.
CLARION

A Hopeless Case—Pupil's father: "Is my son well grounded on the classics?"

Tutor: "I would go farther than that, sir. I should say that he was positively stranded on them!"—Vancouver Star.

Putting It Mildly—Teacher: "If your father receives $80 a week for six weeks, what will he get?"

Little Laura: "A new suit, a new radio and a new car."—Vancouver Province.

ROBSON

Mrs. Sam Grey entertained the children to a birthday party for Hollis on Thursday afternoon. Needless to say all enjoyed the afternoon and the lovely supper provided.

Miss Gladys Osmond of Ormstown, was the week-end guest of her sister, Mrs. S. G. Grey.

We hear Mr. and Mrs. William Barr are planning to go to Montreal this month for the winter.

Sunday visitors at Maple Glen Farm were Mrs. Alfred Curran, Miss Marian Curran, Mr. Alfred Curran and Mr. E. Turnbull of Plattsburg, Mr. and Mrs. R. W. Blair, Mrs. W. Orr and children of Hemmingford.

Callers of Mrs. Geo. Beattie on Sunday were Mrs. Seale and some friends of Morin Heights, Mrs. A. Ferns, Hemmingford, also Mr. Geo. Beattie of Montreal.

Mr. Thos. Turnbull is spending some time with his daughter, Mrs. Walker, Mooer's Forks.

Mr. Dupuis, Superintendent of the Construction Dept. of the Bell Telephone, Montreal, and Mr. Blondin made a business trip here on Wednesday.

About 30 or 35 men are employed by the Bell Telephone in constructing their new line from Montreal to New York.

Mr. and Mrs. R. McConnell and family of Montreal, were Sunday visitors of Mr. and Mrs. W. D. Sample.

Mrs. McKenzie and son of Montreal, also Mr. and Mrs. McCombs of Russeltown, were recent guests of Mr. and Mrs. J. Grey and Mr. and Mrs. Simpson.

Church News.—

All who wish to attend are cordially invited to the morning service in the United Church, Hemmingford, next Sunday, when the Rev. Pearce will address the congregation on "The Work of Alcoholism in Quebec Province."

Weddings.—

The marriage of Miss Alice Barriere of this place to Mr. Leo Lacombe of Montreal, took place at the R. C. Church, Hemmingford, on Wednesday morning at 8 o'clock. Also that of Miss Laura Menard to Mr. Nelson Barriere, also took place at the same time. A most bountiful dinner was served at the home of Mr. Jos. Barriere. Only the immediate relatives being present. Later in the day the two couples left by motor for Montreal.

Those from a distance who attended were Mr. Arthur Lacombe, father of the groom, the Messrs. Donna and Réné Lacombe, brothers, of Montreal and Mr. and Mrs. Jos. Vigon of Belleveau.

Deaths.—

We hear that Mr. Isaac Liverman, milk-dealer of New York is dead. Mr. Stewart and several of the farmers shipped cream and milk to Mr. Liverman for years.

INDIGESTION

Banished by Kruschen

"I suffered for some years from a bad stomach. I used to feel very miserable after meals. The doctor advised me to take Epsom Salts, but it did me no good. I decided to try Kruschen and am now taking it, and have done for the past 12 months, and I am very glad to tell you that my stomach is now in perfect order. I feel as young in spirit as I was 20 years ago, thanks to Kruschen." (W.B.)

You know how badly an engine runs when it gets clogged up. It's the same with your body when your gastric—or digestive—juices fail to flow. What you need is a tonic—Nature's own tonic—Nature's six mineral salts.

You get all these six salts in Kruschen. The first effect of these salts is to promote the flow of the saliva and so awaken the appetite. The next action occurs in the stomach, where the digestive juices are encouraged to pour out and act upon the food. Again, in the intestinal tract, certain of these salts promote a further flow of these vital juices which deal with partly digested food and prepare it finally for absorption into the system.

BROOKLET

The Women's Association of the Rennie United Church was entertained at the home of Mrs. Roy Simpson on Wednesday afternoon, October 1st. Twenty members and a number of visitors were present. The president, Mrs. A. H. Taylor, presided over the devotional and business meeting. The committees reported the work done in their departments and several letters of thanks were read from those who had been remembered in illness or trouble. It was decided to hold an afternoon tea and sale of work some time during the latter part of November. A delicious lunch was served by the hostess at the close of the meeting. Proceeds of meeting were $11.90.

SUBSCRIBE TO THE HUNTINGDON GLEANER

ATHELSTAN

Chinese Pillow Shown Mission Band Members.—

The Willing Workers Mission Band (Junior) met in the Church Parlour on Sunday afternoon with thirty-three members present. In connection with the lesson which was about "China," the children were greatly interested in being shown a Chinese pillow which had been brought to Canada a great many years ago by the late Mrs. (Rev.) George Crombie, a former missionary to that country.

The Y. W. A. met on Wednesday night at the home of the President, Miss Margaret Cooper, with a very good attendance.

Pulpit Occupied by Rev. R. K. Earls.—

Rev. Robert K. Earls, B.A., of Mahone Bay, N. S., occupied the pulpit of the Presbyterian Church here in Elgin on Sunday.

Owing to the absence of the Rev. P. McK. Sampson on vacation, the regular meeting of the Young People's Society has been postponed. The meeting will be held next Monday night, Oct. 13th at the home of Mr. George Elder.

Miss Carrie Macfarlane of Drummondville, and Miss Ida Watson of Levis, spent a short time at their homes during the past week.

Mr. and Mrs. Geo. R. Elder of Trout River, were guests on Saturday at the home of L. D. Watson.

Miss Mary Johnston, R. N., of Montreal, is a guest of her sister, Mrs. Robert Baird, Glenelm.

Master Allan Rowat spent the week-end with friends in Ste. Martine.

Commandant Brick of the Salvation Army, accompanied by Mrs. Brick and family, motored from Montreal on Sunday and were guests of Mr. and Mrs. E. E. Wells, Wellslea Farm.

Misses Grace Rowat, Gladys Ross and Lizzie Grant of Montreal, spent the week-end at home.

Mr. and Mrs. H. A. Hampson, Miss L. Stott, Master Arthur Hampson and Miss Betty, motored to Shawville on Thursday to spend the week-end with friends.

The Athelstan Intermediate School was closed for Thursday and Friday as the teachers, Misses Young and Cameron attended the Teachers' Convention in Montreal.

SUBSCRIBE TO THE HUNTINGDON GLEANER

CORN

is the one grain native to America. One of nature's most healthful cereals. To know how delicious it can be, just sit down to a bowl of crisp Kellogg's Corn Flakes with milk or cream!

Kellogg's CORN FLAKES

★ Great for the kiddies —easy to digest.

General Car Repairing

Cars should be made ready at once for cold and rainy weather; tops should be repaired and painted.

Nearly every car sooner or later meets with minor accidents and the fenders are dinged. They can be easily and reasonably repaired if you entrust your work to us.

K. M. Oliver

British-American Service Station

Phone 216, — — Huntingdon.

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Headquarters for

Fresh Groceries

Fruits and Vegetables

Chocolates and Candy

Cigars and Cigarettes

Newspapers and Magazines

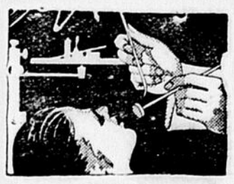
Complete Stock of Canned Goods

A. Beaudin & Sons

Agents for Huntingdon Gleaner.

Ormstown, Que.

The Benefit



of the Most

Modern Dental Methods

Teeth - - once neglected - - can lead to or cause a lot of ailments in life. Those who have suffered from them are loudest in their advice to others to "have your teeth looked after regularly."

X - Ray Diagnosis

Dr. J. E. CAZA

Surgeon-Dentist,

Phone 158-W, - - Huntingdon

HUNTER'S

WHOOPEE!

A Five Dollar Dress Sale

One Hundred Ladies Silk and Wool Dresses at A Wonder Price Five Dollars, Six Good Colors, Six Good Styles, Junior Styles 14 to 20, Women's Styles 28 to 44 Real Quality Dresses at a Wonder Price

Five Dollars.

Missy sizes, Silk and Wool Dresses, 6 to 12 years, two ninety-five.

Ladies' French Flannel Dresses, four styles, four colors. Sizes 16 to 44. Dress bargains, three forty-nine.

Canton Silk Ensemble Suits, six colors. Sizes 16 to 20, three piece Suits, five ninety-five.

Dollar sale House Dresses, sizes 36 to 42, made from good quality Macinac Flannel. Warm House Dresses, one dollar.

Dollar sale ladies' Silk Night-dresses, six styles, six colors, three sizes. Snappy stuff, one dollar.

Ladies' Silk Bloomers, six colors, three sizes, thirty-nine cents or 3 pair one dollar.

Missy Navy Blue Serge Pleated Skirts with Slip attached. Sizes 6 to 14 years, ninety-five cents.

Monarch Knit Pure Wool Sweaters for boys and girls, sizes 22 to 32, Polo Collar styles in four good colors, seventy-five cents.

One snappy lot ladies' Silk and Wool Pullover Sweaters, dollar forty-nine.

Big special ladies' Silk and Wool Hose, all sizes, six colors, thirty-nine cents or three pairs one dollar.

Monarch Green Stripe Run Stop Pure Thread Silk Hose, all sizes, ten shades, high grade Silks at a special price, seventy-five cents or two pairs dollar twenty-five.

A clean-up sale boy's and girl's Ribbed Hose, sizes 5 to 9, black, camel, brown, two pairs 25c.

Special sale ladies' Felt Hats $1.49 and $1.95 and missy Felt Hats $1.25.

Brushed Wool Caps 50c., Silk Chenile Caps 75c., Velvet Turbans 75c.

Scotch Fingering Wool, four ply, eight colors, dollar pound.

Ibex 12/4 Flannelette Blankets, dollar ninety-five pair.

Pure Wool White Blankets, size 64 x 81. A regular knockout, five dollars pair.

Two Forty-Nine Shoe Sale

Ladies' fine Black Kid One Straps, Cushion Sole, Arch Support Shoes, Rubber Heels, and ladies' Brown Kid Three Eye Oxfords. Shoe bargains is right, $2.49.

Ninety-five cents sale men's Military Work Shirts, sizes 14 to 17, 95c.

Men's Merino Undershirts, half dollar.

Men's heavy Wool Sox, 3 pairs, one dollar.

Men's every day Felts, half dollar.

Men's O. V. Sweater Coats, two dollars.

Two-Fifty Hat Sale

Men's fine Fur Hats, good styles, new shades. Sizes 6⅝ to 7½, Buckley's English Hats, Massé French Hats, Manicni Italian Hats. Regular four dollar Hats in a sale at two fifty. Hat bargains is right.

25 bars P. & G. Soap, one dollar.

Quarts Orange Marmalade, three for one dollar.

Quarts Plum Jam, three for one dollar.

Twenty pound pail Domestic Shortening $2.65.

Sugar, $4.85 bag.

The Store of Good Values

A. E. HUNTER

Three for a Dollar Broom Sale.

The activities of the C. P. R. at Saint John, N. B.

It is more than 40 years ago that the Canadian Pacific Railway began to lay the foundation of St. John's prosperity as a Canadian winter port. In the year 1889 the direct railway route from St. John to Montreal through the State of Maine was put into operation, thus enabling the city of St. John to put forward a legitimate claim as the logical outlet for Canadian winter trade. This claim was quickly recognized and part of the Dominion mail subsidy of $25,000, which had hitherto gone to Portland, Maine, was given to St. John shipping in the same year, the rest being distributed over other Canadian winter ports.

The Canadian Pacific Railway, after giving its wholehearted support to the claim St. John put forward as a winter port, was quick in following up the initial advantage gained, and inaugurated a policy of development which is in a large measure responsible for the prominent position the city now occupies in Canadian export and import trade. In co-operation with the City Council, the railway company applied itself vigorously to the task of supplying the necessary harbour facilities and out of this joint effort grew the complex system of wharves, elevators, docks and railway yards which is now known as West St. John.

After the city of St. John leased to the C.P.R. the Carleton Branch Railway, running from Fairville to West St. John, in 1890, the first construction was begun in the next year when Sand Point Wharf and two sheds were erected in West St. John by the railway company. The first grain elevator to be built at St. John by the C.P.R. made its appearance in 1893 and Elevator A was built by the company in 1898. In 1901 the Bay Shore car storage tracks were built by the C.P.R. and in 1903 the first grain conveyor galleries. Additional car storage at Bay Shore was built in 1906 and in 1911 the St. John Mill St. freight yard tracks. The West St. John concrete elevator was built by the C.P.R. in 1912 and new general offices were purchased and remodelled in 1913 while the new tracks to the concrete elevator were completed in the same year. In 1916 the Rodney Wharf warehouse was purchased by the C.P.R. and additional track was laid. The baggage shed at West St. John was erected in 1919 and the waiting room over the baggage shed as well as the new immigration hall were built in 1920. In these years the C.P.R. spent over $2,500,000 in the building of terminal facilities in St. John and changed the entire appearance of West St. John.

The principal commodity exported through the port of St. John is grain and the movements of Western grain to Europe are switched from Montreal and Quebec to St. John at the end of November when the St. Lawrence freezes up. The grain shipping season at St. John extends for five months. Practically 90 per cent of the grain shipped from St. John is handled by the Canadian Pacific Railway at West St. John, and the volume of grain handled by the railway has been steadily increasing during the last five seasons, indicating the increasing popularity of the St. John route, as the following figures show: During the 1924-25 season 5,989 cars brought 10,815,692 bushels of grain to St. John which were loaded into 129 ships by the Canadian Pacific Railway. In the 1925-26 season 3,065 cars brought 15,162,299 bushels of grain to C.P.R. terminals at West St. John, which were loaded into 146 steamers. During the 1926-27 season 13,634 cars brought 23,214,035 bushels of grain to St. John, which were loaded by the C.P.R. into 164 steamers. In the 1927-28 season 11,199 cars brought 19,664,991 bushels of grain to the C.P.R. elevators, which were loaded into 161 ships, and in the 1928-29 season, which constituted a record of grain shipping for the port of St. John, the C.P.R. handled 15,415 cars, containing 26,925,558 bushels of grain, which were loaded into 186 ocean going steamers.

Comparing these figures with the total grain shipments from the port of St. John, issued officially over periods comprising fiscal years, it is readily seen how important a part the Canadian Pacific Railway plays in the handling of the principal export commodity of the port. During the fiscal year 1925, 9,809,129 bushels of grain passed through the port of St. John, during 1926, 13,557,750 bushels; in 1927, 20,897,257 bushels; in 1928, 25,168,185 bushels; and in 1929, 30,018,714 bushels of grain.

Ships of all nationalities, and destined for ports in practically all parts of the world, come to St. John in the winter season to take cargo, ranging from 100,000 to 400,000 bushels of Canadian grain, for distribution abroad. Apart from the Canadian Pacific freighters, which ply regularly between St. John and British and Continental European ports, there were ships of British registry, Japanese, French, Italian, Dutch, Norwegian, Spanish, and many others. Shipments were destined for Great Britain, British West Indies, Newfoundland, Belgium, Greece, Cuba, France, Germany, Holland, Italy, Norway, Denmark, Turkey, the United States, Africa, Spain, and many other countries.

Apart from the grain shipments, the bulk of which is handled by the Canadian Pacific Railway at West St. John, the port of St. John handles an extensive export trade of general cargo in which the Canadian Pacific Railways rakes an important part. During the 1928-29 season, the Canadian Pacific Railway handled at West St. John 280,786 tons of general cargo. Including the grain shipments an increase of 213,045 tons of cargo handled was made over the previous season. The general cargo export shipments consist of the following items: Flour, preserves, prepared cereals, hay, dressed meats, preserved meats, asbestos, copper and nickel ingots, graphite, cobalt ore, lumber, agricultural implements, automobiles, and paper and pulp products. These cargoes are destined for European countries as well as South America, the British West Indies, and South Africa.

During the winter months St. John handles a considerable part of the importations of foreign goods into Canada. In the 1928-29 season, the Canadian Pacific Railway handled at West St. John 141,566 tons of general import cargo, which ranges from citrus fruits from the West Indies to machinery from Great Britain. An increase of 7,749 tons was made over the previous season.

A new trade sprang up in Saint John during the summer of 1929 which promises to contribute in no small measure to the prosperity of the port. This is the important banana trade from the British West Indies. Apart from the fact that the banana trade aids to swell the general volume of imports into the port of St. John and provides more work and activity in the city, the significance of the new trade lies chiefly in the fact that it promises to furnish St. John with activities in the summer season which it has not experienced hereto. Experience has proven the fact that bananas are consumed in Canada chiefly in the summer season and now that the channel of trade in bananas has been directed to Canadian ports, St. John stands to profit materially and considerably by the new trade. From May 10, 1929, to October 15, 1929, 33 vessels docked in West St. John loaded with bananas from the British West Indies, and the Canadian Pacific Railway despatched 1,786 cars of banan, as, averaging 600 bunches per car, to all parts of Canada east of Fort William.

The vessels bringing bananas from the British West Indies to St. John also brought other products from the islands in the Caribbean and the development of the trade in cocoanuts and mangoes from the British West Indies to Canada is being watched with great interest. A considerable volume of trade in these products is handled by the Canadian Pacific Railway at West St. John during the summer season.

Canadian consumers of West Indian bananas have profited to a considerable extent by the new route of the Canadian banana supply as far as price is concerned. Whereas shipments via ports in the United States had to be iced in the summer season, thereby adding to the cost of shipment and the ultimate price of the bananas to the consumer, the shipments made to Canadian inland points via St. John this season have been forwarded in ordinary cars with extremely gratifying results. It has only been necessary in two instances to ice cars forwarded to inland Canadian points via Canadian Pacific Lines from St. John this summer. The cars used for shipping bananas from St. John are specially adapted for the purpose and are equipped with icing as well as heating facilities. It is expected, however, that even in the severest winter weather it will not be necessary to heat the banana cars during transit. When the bananas are being loaded into the cars on Canadian Pacific Railway sidings at St. John, the cars are heated to a temperature which will prevent the cargo from freezing even in the severest weather. As the cars are equipped with double walls, the cargo loses its temperature very slowly in transit, and the banana cargoes are pre-heated before shipment to a point where they can lose 20 to 30 degrees in transit without damage resulting to the cargoes.

Closely identified with the railway activities of the Canadian Pacific and St. John, the Canadian Pacific Steamships Ltd., has been the chief agent in popularizing the national winter port as a passenger terminus.

St. John had only been adopted as the winter port of ships in the Canadian service two years when the announcement was made that the Canadian Pacific had purchased the Beaver Line so that the actual connection of the Canadian Pacific as a ship-owner with the port of St. John dates back twenty-six years to 1903.

Each year since then has shown a steady increase in the services made available and the streams of passengers, a great many of them new Canadians, has grown in proportion with the exception of war years and those immediately following.

An idea of the importance attached to St. John as a winter port by the Canadian Pacific is best gained by an examination of the figures covering the passenger traffic of the ships. During the four and a half months of the season of 1928-29, 20,008 passengers arrived in ships flying the red and white chequered house-flag and 6,684 sailed east-ward. Thirty-five westbound and thirty-four eastbound voyages were made during the season that lasted from December 7th to April 26th., and the ports reached from St. John were Liverpool, Glasgow, Belfast, Hamburg, Antwerp, Southampton, Cobh, Cherbourg, Plymouth, and Cardiff.

Fast cargoes were brought to Canada and sent from the Dominion to British and continental ports by the five "Beaver" type ships in the fast freight service of the Canadian Pacific and their consorts the "Bothwell" and "Bolingbroke." Twenty-one voyages each way were made by these hips during the season.

The excellent facilities for the transfer of passengers from the ship to the train without having to leave cover, has been an encouragement to the Canadian Pacific to supply a full winter service with the result that St. John now stands high in the list of the important harbours of the world.

Hinchinbrooke Council

Met on Monday, the 6th instant with the members all present, Mayor Wallace presiding.

The following resolutions were adopted:

On complaint of Robert Helm, M. W. Leehy was appointed a Special Officer to see to the cleaning out of a discharge, which drains lots Nos. 18ab and 18bcd and adjoining lands in the 6th range of Hinchinbrook.

The Secretary was asked to notify J. A. Racicot, C.E. to have the ditch cleaned out on the sideroad opposite the property of Helm Bros. and also the ditch along the property of Albert Rosevear in the 1st range.

On motion it was decided that this municipality would pay one-third of the costs of the making of the road that divides this municipality from the Town of Huntingdon at the completion of one-half the road, and also to pay one-half of the costs of the extra filling in on the said road.

The following bills were ordered pand: Hugh Walsh, $5.50; Douglas Moore, $1.; Harold Steele, $10.50; R. J. Steele, $4.75; Cyril Foster, $3.50; the Gleaner, $13.98; W. T. Coulter, $1.50; Wm. McCaffrey, $24.25; W. T. Coulter, expenses on Discharge No. 59, $17.70; George Leggett, $5.; W. B. Levers, $2.50; W. R. Simpson, $7.; F. G. Gardner, $20; Warren Thompson, $5.; Rod Arthur, $16.25; Fred McCaffrey, $20.50.

Pat's Pat Reply—After the Irishman had hung his coat on a fence and gone to work two Englishmen painted a goat's head on his coat. Upon seeing it the Irishman asked: "Which one of yez wiped yer face on me coat?"—Oshawa Times.

Canadian National

Train No. 81 leaves Huntingdon 6.46 a.m. daily, arrives Montreal (Bonaventure Station) 9.20 a.m. daily.

Train No. 85 leaves Huntingdon 2.23 p.m. daily, except Sunday, arrives Montreal 4.50 p.m. daily except Sunday.

Train No. 82 leaves Montreal 4.55 p.m. daily, arrives Huntingdon 7.18 p.m. daily.

Train No. 80 leaves Montreal 7.40 a.m. daily except Sunday, arrives Huntingdon 10.05 daily except Sunday.

New York Central

Northbound—

No. 25 leave Huntingdon 6.38 a.m., arrive Montreal 8.30 a.m. daily except Sunday.

No. 5 leave Huntingdon 8.35 a.m., arrive Montreal 10.20 a.m. daily.

No. 3 leave Huntingdon 8.25 p.m., arrive Montreal 10.15 p.m. daily except Sunday.

No. 19 leave Huntingdon 7.40 a.m., arrive Montreal 9.30 a.m. Sunday only.

No. 31 leave Huntingdon 6.15 p.m., arrive Montreal 8.20 p.m. Sunday only.

Southbound—

No. 2 leave Montreal 8.00 a.m., arrive Huntingdon 9.48 a.m. daily except Sunday.

No. 34 leave Montreal 5.25 p.m. arrive Huntingdon 7.05 p.m. daily.

No. 4 leave Montreal 6.25 p.m., arrive Huntingdon 8.00 p.m. daily.

No. 22 leave Montreal 9.50 a.m., arrive Huntingdon 11.47 a.m. Sunday only.

Our Motto

Reliability

Dependability

Service

The first customer presenting himself at advertisers' place of business with name will receive $2.00 worth of merchandise gratis.

Name of winner under advertisers' name next week.

Investigate the Opportunities

Nova Scotia Offers Today

Judged by the advance made in the past few years and measured by its present industrial and agricultural development, Nova Scotia is the brigtest spot in Canada. Business is sailing on an even keel. Due to sound legislation and a close study of provincial problems and their rapid solution and correction, progress has featured every phase of development.

The port business of Halifax has doubled in the past three years and the outlook for 1931 is most favourable.

Construction and building operations throughout Nova Scotia have been greater in 1930 than ever before and the contracts already placed, and in prospect, show that these operations will continue throughout next year to a marked degree.

Cheap Water and Electric Power

Unlimited water supply and modern hydro-electric development for power purposes, and proximity to Canada's greatest coal fields, offer unexcelled opportunities for the establishment of industries. Industrial sites in Nova Scotia offer advantageous shipping facilities and aid to manufacturers in both the development of domestic and foreign commerce.

Halifax -- Always Open to All Shipping

The Port of Halifax is always open to all shipping. At any stage of tide, and under any weather or climatic conditions, any ship in the world, of whatever size or depth, can freely enter or leave the port of Halifax.

The location of such a harbour, ten miles from the open sea and only 60 miles off the beaten track of trans-Atlantic traffic between Europe and North America, places the port of Halifax in an exceptionally advantageous position in so far as accessibility to world shipping is concerned, and when it is realized that the port is not only the nearest of all North American ports to Europe, Africa, Asiatic ports as far east as Hong Kong, and all Atlantic ports of South America, it is easy to understand the vital importance of Halifax as a factor in Canada's foreign commerce.

Forest and Mineral Wealth

There are now available 15,299 square miles of forest land with a total stand of over 10,000,000,000 board feet of hard and soft wood and over 36,000,000 cords of pulpwood and hard and soft cord wood as inducements to the establishment of saw mills and paper mills.

Nova Scotia is rich in minerals. There are over 70 operating mines—and each year individual operators and organized companies are developing the great ore resources of the province and opening up new discoveries of gold, zinc, copper, coal and salt. Investors in the mines of Nova Scotia are protected by provincial legislation that is proving conducive to sound, permanent and profitable development.

Fertile Fields and Productive Orchards

To those going back to the land, Nova Scotia offers every opportunity and every inducement to make life profitable and attractive. Throughout the province there are stretches of land still available for the development of fruit ranches, dairying or mixed farming, and country life is made appealing by the excellent system of schools, with educational centers and agricultural extension services, a division of marketing, agricultural college, aid to agricultural and exhibition societies. Social life in rural communities is livened by promotion and aid to provincial women's institutes.

Attractions to Manufacturers

Those responsible for the extension of business and those who have the responsibility of selecting new sites for branch factories are invited to write for full particulars of Nova Scotia. With her present progress and her wise and consistent policy of developing basic and allied industries, Nova Scotia offers the manufacturers, locating their industries in this province, a plentiful supply of labour, outstanding advantages in shipping (particularly as regards foreign trade) and every aid in developing markets, both within the Province and in foreign lands.

For full information regarding the resources of the province—the opportunities for individual lines of business or agriculture—write the Department of Information, Province House, Halifax, N. S.

PROVINCE OF NOVA SCOTIA

Resorts in the Maritime Provinces

Gleaming sands bordering a rugged shore line, deep indented bays leading back to forest-fringed streams, fertile valleys criss-crossed with orchards or lush meadows, and a cool invigorating breeze tempering the summer's heat—such is the background of the Maritime playground.

New Brunswick and Nova Scotia life there passes with a verve and a swing, one moment an immaculate laughing group goes past with dangling tennis racquets; another group follows with the impedimenta of the Royal and Ancient Game. In sheltered coves, or glass-covered pools are happy bathers; a car speeds by with a merry load bent on exploring the romantic beauty spots of those storied provinces. Serious fishermen get up betimes and seek their favorite stream; in the Fall the sportsman packs a gun. For the appeal of the Maritimes is distinctly an affair of the outdoors. The artificialities of stuffy city drawing rooms are at a discount. Bracing tonic-like air and healthy recreation put a spring in the most jaded step and flood the most anaemic cheek with color.

And always, aimpalpable but very real, there is that charm of a romantic and historic atmosphere, for the Maritimes are redolent of the days of the French explorers, the wars between the British and the French, the tragic story of Evangeline, the courage of the United Empire Loyalists, and the unremembered deeds that are but part and parcel of the story of a land where men go down to the sea in ships.

Judge a resort area by the accommodation it keeps and the Maritimes are welcome comparison. Not that they have been commercialized until it is difficult to see the scenery for hotels, but where hotels have been built they have been designed with a rare appreciation of the settings they adorn. Such hotels include the Algonquin, at St. Andrews, the Pines, at Digby, the Admiral Beatty at Saint John, and the Lord Nelson at Halifax.

This delightful land is easily reached. From Montreal the Canadian Pacific wings you east to the Atlantic Coast and Old Saint John. A fast, comfortable steamer takes you across the Bay of Fundy to Digby and you are at the gates of Nova Scotia, traversed by the Dominion Atlantic Railway. Tourists may come by land or sea,—at their pleasure.

Saint John is justly proud of its half-dozen open spaces called squares, not parks. They were provided for when Paul Bedell laid out the city in 1784. King square is one of the loveliest of these. It lies in the heart of the city and close by is the old Loyalist Burying Ground where you can sit surrounded by the ancient tombstones, by the fragrance of the flowers, listening to the soft melody of gentle fountains and the murmur of pigeons.

Behind you rises the Admiral Beatty, the newest and finest of Saint John's several hotels. In front stands the building once called Waverley, formerly headquarters of the Governor when he visited the city. Beyond is the Royal—the Mallard of other days—where the first provincial election was held in 1785 and in which the first Parliament opened, a year later. In the Mallard, too, was staged the first dramatic performance in Saint John.

The Reversible Falls at St. John.

The Reversing Falls are among the vivid memories you will carry from the city. Two visits (one at high tide and at low) should be made to the 450-foot gorge through which the river must pass in order to reach the harbor. When the tide is out occasioning a drop of some twenty-six feet, an incredible volume of water rushes down. But six hours later Fundy thrusts back the advance of the river—thrusts and pushes and triumphs squeezing in between those tortured rocks, and for a distance, actually running "uphill". A splendid view of this freakish performance may be obtained from the general traffic bridge—the longest spandrel steel bridge in the world.

Fredericton is a popular base for hunting and fishing expeditions. An ideal way of reaching it is by one of the river boats from Saint John. Small craft can penetrate even farther, to Grand Falls. In autumn this latter trip is truly memorable. It presents a spectacle of scenic grandeur that is almost unrivalled; a pageantry of nature that no artifice can equal. Many visitors go up by boat and return by train—or vice versa.

Introducing St. Andrews-by-the-Sea, the most resplendent of Eastern Canada's summer resorts, is like extolling to an audience a world-famous person. Historians know it, artists adore it, golfers and sportsmen delight in it, and mere luxury-loving pleasure seekers accept it with long drawn sighs of satisfaction. In proportion to its size and population, St. Andrews contains more magnificent homes and attracts more prominent people than any other resort in Canada.

The serene and smiling little town slips down between the St. Croix River and Passamaquoddy Bay, a stone's throw from the coast of Maine. It is linked with Saint John, Montreal, Portland and Boston by the Canadian Pacific Railway. At one and the same time it is easily accessible and happily remote.

The Algonquin Hotel

Through somewhat formal driveways, margined with superb and radiant bloom the car swings up to the Algonquin Hotel, a building, the architecture of which will be appreciated by even the most insensitive person. The hotel is, of course, a fireproof building—concrete and stucco— and has adequate garage accomodation. A pleasant touch of antiquity is achieved by the cultivation of creeping vines and flowers.

Golf is perhaps the most popular diversion, and with reason, for the two courses—one eighteen holes and one nine—are numbered amongst the outstanding links in Canada. Feature holes—tricky spots—are "Cedar Lane", "Joe's Point" and "The Krove". Watch em! The par going out is 36 and everything must break right to get it. And coming in? Well, you won't forget the 10th, 15th, or 16th holes.

Summer residents of St. Andrews are amazingly hospitable in allowing visitors the privilege of viewing their estates. One of the handsomest lies on Minister's Island (so called because the first clergyman, the Reverend Andrews lived there) and is the home of Lady Van Horne. Part of the day the island is joined to the mainland by a narrow strip of shining pebble-encrusted sand; but six hours later, twenty feet of water cover the tracks made by your motor. The Baroness Shaughnessy and the present Lord Shaughnessy have beautiful homes near the hotel. Show places, also, are the homes of Mrs. Hayter Reed, Mr. Horne Russel; the well known artist, Mr. Norman Wilson and Sir Thomas Tait.

Excellent highways and glorious scenery invite you to walk, ride or motor in every direction. The trip to St. Stephen leads by the turquoise waters of the St. Croix River. Up this river, three hundred years ago and more, De Monts, conducted his motley assemblage of 'gentlemen artisans and vagabonds' and, finding at the confluence of Oak Bay and the Waweig River some resemblance to a Latin Cross, gave it this name. On Isle St. Croix, which can be seen from the road, his hopes of colonization literally lie buried. For scurvy came and de Monts sailed away to make another and more successful attempt on the shores of Port Royal, in Nova Scotia.

Nova Scotia

The province of Nova Scotia is one of the finest natural playgrounds on the North American continent. Its historical background, its unspoiled scenic loveliness, its peerless summer climate, the diversity of its attractions and the comfort and inexpensiveness of its many resorts make holidaying there a delightful experience that will be eagerly repeated.

The province, lying from three to six degrees nearer the Equator than the most southerly point in Great Britain, and often called the "Atlantic Wharf of Canada" is connected by an isthmus with New Brunswick. It is easily accessible by both land and sea. From Boston a steamship service runs to Yarmouth, at the southern extremity, and from Saint John, a Canadian Pacific steamer crosses daily (except Sunday) to Digby. The Dominion Atlantic Railway serves the beautiful western coast, running from Yarmouth through the widely-famed Annapolis Valley, past the historic land of Evangeline, and then turning across the province to Halifax.

A Charming Climate

Throughout this entire territory, the climate is a powerful ally to diversified interests and scenes. Pleasantly warm days and refreshingly cool nights make for vigor in play and recreation in sleep. The strong tonic quality of wind, salt-laden and tempered by the sun, perfumed with balsam, sweet-grass and clover, induces a physical well-being, glorious to experience; germs of malaria, hay fever and asthma simply cannot survive. One fishes, hunts, golfs, swims, walks and rests with equal delight.

Quaint Villages

Nova Scotia's shores are counted the most productive lobster region in the world, and cod, haddock, halibut, swordfish, "horse mackerel" tuna, herring and other toothsome seafoods are taken in great quantities from her waters. Up on the tableland sequestered lakes of inky blackness attract moose, caribou and deer, not to mention smaller game such as hare, ruffed grouse, geese and ducks. For trout fishing these lakes are peerless.

Numbered among the natural resources justly belong a score of quaint fishing villages, particularly those bordering the Annapolis Valley and Minas Basin. Here the traveller is welcomed with an old-fashioned hospitality from which commercialism is refreshingly absent. Every effort is put forth to make the visitor feel at home, and being made with dignity and genuineness, it usually succeeds.

Indisputably the New Pines Hotel at Digby is Nova Scotia's premier summer resort. The hotel with its surrounding log cabins, occupies the centre of a 16-acre tract of resinous pine and hardwood, a few minutes drive from the wharf and overlooking the fifty square miles of water known as Digby Basin. High above its roof at the rear, rises Beeman's Mount, a hike over which will satisfy the most arden Alpine climber. The location of the New Pines is particularly interesting because it was once part of the land granted to Digby's first clergyman, the Rev. Robert Viets, whose descendants are still numbered amongst the residents of the town.

The New Pines is operated by the Dominion Atlantic Railway—so successfully, indeed, that 75% of its patrons are those who signed the register at its opening. The hotel has been designed to meet the exacting wishes of a discriminating clientele, and it is what it was intended to be, a modern hotel, with every modern convenience—in the main house and bungolaw accommodations and facilities for recreation.

The rooms are all outside, many of them en-suite with private baths. Accommodation in the cabins, many of which are newly built, is eagerly sought. They are constructed with one to three bedrooms, a living room (and fire place) bath, electric light and spacious verandah.

The swimming pool, with salt water pumped in every day, tennis courts, bowling alleys and a billiard room provide part of the amusement programme. An excellent nine-hole golf course, lies within walking distance of the hotel. It is perched high above Digby town and offers not only good sport to the golfer but a magnificent view of the basin and Digby Gap. To the dancing pavilion, The Pines five piece orchestra repairs four nights a week and on Sunday evening, the public is invited for community singing.

FASCINATING LINKS IN CANADIAN HISTORY

Juan de la Cosa, who accompanied Columbus as a cartographer, on his exploration and finding of North America, returned to Spain in 1500 and shortly after drew a man of the country which they had discovered and the country traversed in the journey. It is supposedly the first map which includes North America and was mislaid and not found until 1832 when the original manuscript was discovered in Paris. At the time only 50 copies were made and the Dominion Archives, at Ottawa, is the proud possessor of one of the copies. The map is 40 by 75 inches and is of interest even to the most vague person seeking information regarding the early history of Canada.

It is in color and to depict the winds, La Cosa uses four heads of men, and the expression on their faces show whether they are favorable winds or not. Countries are divided by the picture of Monarchs sitting on the thrones, this mostly being in the Eurasian district. The three wise men are shown following the star, in the portion which is reserved for the Holy Land and the temple of Babylon and Libia are shown in their respective niches.

Perhaps it is a legend but an interesting tale is told regarding the map. At once it is noticeable that if it were being studied by four people around a table, each one would face printing directly in front of him. The legend runs that the nobles objected to having to read such maps upside down so this strategist made his map in a manner that all would be satisfied.

Trading posts on the coast of Africa and the Mediterranean are conspicuous. It is very remarkable the clear way in which La Cosa sketched the East Coast to Florida and it is wonder of the present day of how he was able to achieve this after his voyage.

Of the 35,000 maps which are in the map room of the Archives La Cosa's map is one of the most interesting and is well worth a great deal of study. Students studying the early life of the country view it with deep regard for the excellent work done by the cartographer.

SPORTSMAN'S PARADISE IS CAPE BRETON

Historic Island is Considered Most Scenic Portion of the Maritimes

The Island of Cape Breton, in Nova Scotia, is a tourist country with an appeal distinct and unique from any other part of Nova Scotia or, in fact, the Maritime Provinces. It is a self-contained tourist paradise, for almost every kind of sport is to be had within its boundaries, while its scenic beauties are unsurpassed. The most noted of these are the Bras d'Or Lake region and the Margaree Valley. In sporting attractions, Cape Breton has to offer some wonderful salmon fishing on the Margaree, a particular feature of which is that afforded in the Fall, the Margaree being unique in that respect with regard to salmon streams in the Maritimes, swordfishing and wild fowl shooting, geese, brant and ducks. There is also good rabbit shooting. Cape Breton is not without its historic attractions, for at Louisburg are the ruins of the famous fortress that was designed by the celebrated Vauban to be a second Dunkirk. It was finally reduced in 1758. In 1745 a force from New England, under the command of William Pepperell, a native of Maine, and composed of New Englanders, besieged the fortress and captured it. The Society for the Commemoration of Colonial Woas, one of the patriotic bodies of the United States, has erected a memorial near the fortress to commemorate this action.

It is one thing to have tourist attractions and another to have them within easy access, and in this respect Cape Breton is well endowed. Connecting Cape Breton with points in Canada and the United States are the rail lines of the Canadian National Railways.

Coming by way of Montreal, Saint John in New Brunswick, or Yarmouth in Nova Scotia, the vacationist passes through some of the most beautiful scenery of the Maritimes to Truro in Nova Scotia, from which place the train proceeds through the lovely Antigonish Valley to Mulgrave on the Strait of Canso, where a steam car ferry carries the train across the short stretch of water separating Cape Breton from the rest of Nova Scotia, to Point Tupper on Cape Breton Island. A short distance beyond Point Tupper, rail lines radiate, one to Inverness, on the northwestern shore of the Island, and another to St. Peters on the southeastern shore. The main line continues on through the beautiful Bras d'Or Lake country to the Sydneys. At Sydney connection is made with a line of railway which carries the tourist to Glace Bay and Louisburg. Through sleeping car services are provided from Montreal and Halifax to Sydney. At North Sydney, the traveller bound for Newfoundland makes connection with a steamer of the Newfoundland Railway, which carries him to Port aux Basques, Newfoundland, and from thence to his destination via the lines of that railway.

The route from Montreal takes in what has been termed "The Scenic Route to the Maritimes" along the south shore of the Saint Lawrence River, passing in view of the picturesque embattlements of the new-old world city of Quebec on the opposite shore; through quaint villages and ribbon-like farms extending from the railway line to the shores of the Saint Lawrence, testifying to the historic background of the early seigneurs and settlers; through the beautiful Matapedia Valley at the base of the Gaspe Peninsula; down the north shore of New Brunswick, part of the route following the shores of the Baie de Chaleur; to Moncton; through Sackville and past the ruins of Port Beausejour, the fall of which precluded that of Louisburg; through the marsh lands around Amherst, suggestive of a Dutch landscape, to Truro. Those approaching Cape Breton via Saint John in New Brunswick have the choice of either rail or steamship approach to that city from Boston and New York. The train, on leaving Saint John, passes through the beautiful Kennebacasis River Valley to Moncton and on to Truro. The Yarmouth gateway from Boston and New York provides a delightful sea trip from those cities to Yarmouth and thence by the Canadian National Railways along the south shore of Nova Scotia, noted for its seascapes, which are visible from the train, to the city of Halifax, a very interesting place and appropriately named "storied Halifax." through smiling farm lands to Truro.

By whatever route the tourist approaches Cape Breton, he will find his journey pleasant and enjoyable with delightful scenery and a transportation facility that is noted for the excellence of its service and courtesy to its patrons—the Canadian National Railways.

Farmer's wife (to druggist)—"Now, be sure and write plain on them bottles which is for the horse and which is for my husband. I don't want nothing to happen to that horse before the spring plowing."—(Texas Ranger.)

Discovered: "My wife went through my pockets last night."

"What did she find?"

"What all explorers find—material for a lecture."—Chatham News.

Motorists Can Help in Conserving Oil Supply

eum reserves, for which government and industry are working, is furthered by the motorist who saves himself time, trouble and money by driving safely and sanely and keeping his car in good repair.

The federal government, through the federal oil conservation board, is committed to the policy of oil conservation in order to assure a future supply of lubricants, fuels and other petroleum products. The petroleum industry itself, from oil field to filling station constantly working to prevent waste. Motor car manufacturers are improving engine so that the greatest power mileage and efficiency may be obtained from the least possible gasoline.

Tests show that the average motor vehicle wastes much of the heat value of its fuel, mainly through incomplete combustion due to improper carburetor setting. There is waste also through excessive use of choke, unneecessary idling, driving at excessive speeds, racing the motor and brakes, lack of lubrication, lack of pressure in tires, loose pistons, and valves and other mechanical faults tend to cause undue consumption of gasoline.

He'll Be Kept in Trim—Intentions to marry. Silvernail-Files. Jerry Silvernail, 23; Jessie M. Files, 21.—(Los Angeles Times.)

Tedstone's
stand behind every loaf of bread they sell

Deliciously Light

Bread, Cakes, Rolls, and many forms of pastries leave our ovens fresh, sweet, wholesome and clean every day. Have they reached your home? There's a treat in store for you, a treat we are prepared to set down at your door any day you let us know your wishes as to kind and quality.

Deliciously Frosted Cakes
Pies and Pastry

Ottawa Dairy Ice Cream

Hot Coffee – Chocolate

TEDSTONE'S
DOMESTIC BAKERY
Phone 48, - - - - Huntingdon.

SON of the GODS

by REX BEACH

Everyone agrees this is the best job Rex Beach has done. A well-rounded, fast-moving story, written with superb craftsmanship. It has everything a newspaper serial needs—action, love, mystery.

The Story---

What would you do if you supposed yourself to be the son of a wealthy Chinese merchant in New York, and found yourself shunned and humiliated at college?

What would you do if you were publicly horsewhipped by the girl you loved when she was told that in your blood was the Oriental "bar sinister?"

What would you do if you turned in despair to the Chinese, whom you supposed to be your own people, only to find that they rejected you even more completely than the Americans who had cast you forth?

These are the questions that beset the central character, Sam Lee, in Rex Beach's great novel, SON OF THE GODS.

Bringing to bear the penetrating insight, the technical skill, and the flair for dramatic situations which have combined to make him an outstanding figure among popular novelists, Mr. Beach has written a masterpiece in SON OF THE GODS.

He tells the story of a white foundling, adopted by a Chinese in San Francisco and brought up in New York's Chinatown. It is a story that cuts deeply into one of the great questions of the day. It arouses sympathy without being propaganda. The scenes swiftly change from college to San Francisco, to New York's Chinatown, to Europe and to China, and to the dancehalls of New York which are frequented by Asiatics. It is a story full of life, color and contrast. American black-mailers pit their craft against Chinese cunning.

And the loyal, lovable figure of Sam Lee, torn by a thousand conflicting emotions, dominates the entire book.

SON OF THE GODS is a novel that adds much to Rex Beach's stature as a novelist, deservedly popular as he was before he entered this new field of Chinatown.

As a serial it has exceptional merit. There is not a moment's let-down in suspense from the opening chapter.

"A story that makes a great author greater" will be the verdict of all who read SON OF THE GODS.

Renew Subscriptions Now

This fascinating story begins in the

HUNTINGDON GLEANER

Wednesday, October 15th

Beauharnois Power Project

Construction work on the Beauharnois development is being maintained ahead of schedule. To date the corporation has handled a third of the material which must be moved to permit the initial installation of 200,000 h.p. in the plant.

To appreciate the nature of the construction work, it is necessary to remember that the entire route of the new canal connecting Lake St. Francis with Lake St. Louis lies below the headwaters of Lake St. Francis which at some points is prevented from overflowing its banks by dykes. The site of the entrance of the canal lies at one of those dyked sections on Lake St. Francis. Here the land is about 3 or 4 feet below the level of the St. Lawrence. Throughout the remainder of the route, the level of the ground drops off another 6 or 8 feet until the escarpment on the shores of Lake St. Louis is reached. There is being erected the power plant in which will be concentrated the full 83 foot head of water available in this section of the St. Lawrence.

Canal Banks Dimensions.

Banks 3200 feet apart have been erected to take the water around this section of the river. These banks are being enlarged. They will have a minimum width on top of 40 feet and a maximum height of 24 feet.

In essence, the construction of the canal requires embanking and not excavation. Some excavation, though, is required to permit an adequate flow of water to the turbines without creating an excessive speed of flow in the canal.

This excavation takes the form of a channel having a depth of 27 feet below the level of Lake St. Francis and a width of 300 feet. The route of the canal slopes gradually towards Beauharnois. When water is admitted, its natural depth will run from, say 3 feet at the entrance to 10 or 12 feet at the Beauharnois end of the canal to provide the turbines with sufficient water.

This channel will ultimately be enlarged to form the ship channel in the canal. It will have a width of 600 feet with a depth of 27 feet and will provide ocean shipping facilities in all the wholly-Canadian stretch of the St. Lawrence, save for the short section around the Lachine Rapids at Montreal, with the exception of a mile and a half in the 15 mile canal where boulders appear in the marine clay; this excavation can be carried out by the electric hydraulic dredge at a cost of about one-third of the estimates for this section of the work.

Four Stages of Dredging

With the existing physical situation the work falls into four major divisions. The first 4 miles of the canal from Valleyfield eastward have been banked by draglines. In this section the hydraulic electric dredge with a capacity of 1,100 cubic yards an hour is engaged in carrying out what excavation is required to feed the turbines. Settling basins for the output of the dredge lie behind the north and south banks thus increasing the width of the banks materially.

For a distance of a mile and a half along the canal route boulders are encountered in the clay. Here two electric dragline shovels are engaged in digging the channel in the canal. The draglines have four and five cubic yard buckets.

The third division of the canal is about 8 to 10 feet below the level of the headwaters of Lake St. Francis. Here a battery of four 10-cubic yard electric steel tower excavators are engaged in banking the route of the new watercourse. This section embraces about half of the total 15 mile length of the canal and stretches down to the excavation at Lake St. Louis where is located the new power house with its 83 foot head of water.

The last section of construction work lies on the shores of Lake St. Louis near Beauharnois where work is in progress on the power house and on the tail race.

Rock Excavating

Rock excavation for the power house and tail race have reached the required depth and the concrete foundations of the plant are now being poured. The excavation at the power house and tail race sites is in sandstone and is being carried out by an 8-cubic yard electric shovel. Like the rest of the equipment employed on the job, it operates 24 hours a day. The shovel is now moving towards the western end of the site.

The excavation equipment is followed by four travelling derricks pouring the concrete. This winter the steel workers erecting the frame work will follow in the path of the concrete workers. Next spring the bricklayers, working on the superstructure, will tread on the heels of the steel workers. Next summer all operations will be taking place simultaneously along the 1,000 foot length of the power house. In addition to the completion of the power house excavation, the tail race will be excavated. A coffer dam will be erected to prevent the water flowing into the draught tubes. In all, 30 miles of dyking are required to bank both sides of the 15 mile canal. This year 26 miles of dyking have been erected. Further work is required to bring the dykes to their final dimensions. Over 10 miles of subsidiary dyking has also been completed to provide the settling basins for electric hydraulic dredge.

Equivalent of 600 Car Loads Earth Excavated Daily

Work is being carried out on a basis which permits the handling of material on a mass production basis. Over 60,000 cubic yards of material are handled daily. This volume of material is equivalent to the cubic contents of a building 120 feet square by 120 feet high, or to the cubic contents of a 600 car train composed of the largest and most modern box cars.

Equipment in Daily Use

1 hydraulic dredge, capacity of 1,100 cubic yards an hour.
1 5-cubic yard electric dragline.
2 4-cubic yard draglines.
1 8-cubic yard electric shovel.
1 1¾ cubic yard electric shovel.
4 steel tower excavators with 10-cubic yard buckets.
10 ¾ yard draglines.
30 miles of construction railway with 130 pieces of rolling stock.
4 travelling derricks with a capacity of 2 cubic yards.

In addition to the equipment of this character construction camps have been erected to house a large proportion of the more than 2,000 employees. At Beauharnois there is a complete rock crushing and concrete mixing plant. The mixing plant is a steel building 110 feet high.

There is also a forge for making drills, compressor houses, machine shops, 20,000 barrel oil tank, and a completely equipped hospital for the employees.

The work since the spring breakup has put as heavy a load on the excavating equipment as it will be called upon to bear in the future. Thus it has been possible to determine costs which to date are well within the estimates.

Towards the eastern end of the canal the dredge has completed far sooner than anticipated the largest proportion of the excavation required to feed the initial 200,000 h.p. installation. Due to the contours of the ground in the centre and eastern sections of the new canal, excavation is not required to provide an adequate flow for the water wheels; it will only be carried to provide the necessary ship channel in the canal.

During the month of July the hydraulic dredge moved a total of 800,000 cubic yards. A figure believed to be a world's record.

The orders for 11,000 tons of steel to be used for the framework of the power house have been placed.

Canadian General Electric has obtained the order for the first four generating units. The plant will house 10 such units which will be installed after the completion of the initial 200,000 h.p. installation, thus permitting the Beauharnois Power Corporation to continue the work required with power from its own plant.

The order for transformers of a total capacity of 250,000 h.p. has been given to Canadian Westinghouse. Before the plant is brought up to its 500,000 h.p. capacity the corporation will place orders for 8 similar transformers. The corporation has yet to purchase bricks for the new plant; about 3,000,000 bricks will be used to house the 10 units. The first waterwheel order has gone to Dominion Engineering Works.

Power is Contracted For

Of the 500,000 h.p. installation 400,000 h.p. has been sold in blocks of 250,000 h.p. and 150,000 h.p. to the Ontario Hydro Electric Power Commission and the Montreal Light Heat and Power.

Also the corporation has brought is first industry to its territory, the Bruphacher Silk Mills. This plant has just been completed and will employ 200 hands. The power for its operations is being supplied by existing sources pending the completion of Beauharnois initial 200,000 h.p. installation on October 1, 1932.

THE LURE OF THE MARITIMES

The Maritimes hold a proud and well-merited place in tourist popularity as well as being a favorite territory for holiday-makers from all parts of eastern Canada and United States. Their many sea-side resorts; quaint and beautiful little villages and snug towns dotted along the Bay of Fundy have a special attraction for those who wish to combine comfort with scenic beauty; golf and a wide variety of other sports with fishing and sailing; and the whole with modern and direct transportation.

St. Andrews-by-the-sea with its well known and excellent Algonquin Hotel. There, as at its more famous namesake in Scotland, is to be found one of the outstanding 18-hole golf courses in Eastern Canada where many a hard-fought championship has been decided.

Again, take Digby on the Bay of Fundy. Set in some of the most beautiful, old-world scenery in Canada, the Pines, offers a wide range of entertainment including tennis, golf, sailing, fishing, hiking, horseback riding, motoring, swimming either in the sea or in the salt water pool with plate glass windscreens and promenade for spectators nestling under the veranda of the hotel. Good motoring roads give access to scores of quaint little villages, some of them, in the Evangeline country, scenes of historic incident and tragedy. Here too, the modern autoist will often meet the old-world ox wain taking its leisurely way down the country road.

Fair Warning

An examiner was putting a young medical student through his paces.

"Supposing," he began, "there was a gunpower explosion and a man was blown into the air. You, as the nearest doctor, being called in, what would you do?"

"Wait for him to come down," was the prompt reply.

The examiner was angry, and barked: "If I raised my foot and gave you a kick, what muscles would be brought into play?"

With a steely light in his eyes the young man retorted: "The flexible and extensive muscles of my right arm."

WILSON'S FLY PADS
REALLY KILL
One pad kills flies all day and every day for 2 or 3 weeks. 3 pads in each packet. No spraying, no stickiness no bad odor. Ask your Druggist Grocery or General Store.
10 CENTS PER PACKET
WHY PAY MORE?
THE WILSON FLY PAD CO., Hamilton, Ont.

A full, rich flavour that gives complete enjoyment
"SALADA" TEA
738
'Fresh from the gardens'

100,000 Farmers Can't Be Wrong

The ever-increasing number of Purina feeders realize that no greater return would be possible from any other feed but Purina—It's all there—and well hundreds of thousands of farmers know it.

The Sure Way - -
Feed Purina
Cow-Chows

Groceries and Provisions

A ready supply of fresh groceries.
Dry Goods and Hardware.
Gasoline and Oil.

Profit-sharing Coupons on all Cash Sales.

C. R. Stone
General Merchant,
Rockburn, - - - - - - - - Que.

Remember

mean
BETTER BRAN FLAKES
CRUNCHY-CRISP flakes that have all the famous flavor of PEP. With just enough bran to be mildly laxative. That bring the nourishing elements of wheat.
You'll say they are the *best* bran flakes you ever tasted. Made by Kellogg in London, Ontario.
Kellogg's PEP BRAN FLAKES

Rupture Relief

Can **positively** be had by going to C. L. Capron, Druggist and Expert Truss Fitter, who has specialized in this particular kind of work for over 40 years, and many people have been **completely cured** by wearing appliances that he has furnished, and they are so carefully fitted and adjusted, that there is no hardship in wearing them, because one type of Truss or Appliance is not used for each individual case or condition. Does this method look reasonable or not? Satisfaction is always guaranteed and prices reasonable.

C. L. Capron
Druggist and Expert Truss Fitter,
Malone, N. Y.

PHONES:- Mill 617-4 - Factory 617-3

Pure Feeds
and
High-grade Lumber

We have on hand a good supply of Lumber and Building Material.

Now is the time to order your Storm Doors and Windows, before the cold blasts of winter come.

Also a full supply of all kinds of Feeds, Flour and Grains.

Special attention given to Custom Grinding.

George Elder
Athelstan, Que.
General Miller
and
Sash & Door Manufacturer.

IT'S AT
EMPSALL'S
Malone's Big Store

Where you shop and save more money than enough to pay your custom's duty and still make a good buy.

We invite our Canadian friends to come to our store, not only to purchase from our large stock of general merchandise, but to make it your headquarters when in Malone.

W. A. EMPSALL & Co. Inc.
Malone's Big Store

"The Place To Do Your Shopping"

All the New Shirts
—are colorful. Not riotously so, but very smartly in their rich Autumn stripes and patterns. $1.50 to $3.25.
Flannel Shirts, grey and fawn, semi dress, $2.45 each.

Price Is Only One Important Feature of Our New Camel's Hair Overcoats

Heaviest Pile Camel Hair $55.00
Lighter Grade at $42.00

Stunning New Ties
Make a gift to yourself of several at this money-saving price, to wear with your new Fall clothes.
75c. to $2.00

Complete Line of Topcoats in Other Fabrics and Models

What the Smart Man Will Wear This Fall

These and others - - equally outstanding evidences of their extra value are the sturdy, all-wool fabrics, and the fine, well-styled tailoring.

Each of these Coats is good for several winters of hard wear before giving up its smartness of line and fabric.

All the new colors in a wide range of models.

Priced from $12.50 to $35.00

Blue Melton Special
Plush Lined Throughout - Ulster Type $14.50

Woollen Underwear

Stanfield's all Wool Underwear, natural color combinations. Reg. $4.45 for $3.95.

Silk and Wool Combinations at $4.95

Extra heavy pure ribbed Wool in two piece sets at $1.49 each.

SOX - -
Plain or Fancy
Light and heavy weight woollen hose in attractive shades.
35c. to $1.85.

Ladies' Winter Coats

In pure wool fabrics, with fur trimmings. In newest shades and models. Priced from $15.00, $18.50, $22.50, $27.50, $32.50, $38.00.

GLOVES - -
Practical or Dressy
Both have their purposes. We have both.
89c. to $3.50.

W. E. Lefebvre
General Merchant,
Phone 79, - - - Huntingdon

FOR SALE—The well known Thos. Dupree Sr. farm on State Road, ¾ miles east Ft. Covington village, 130 acres all tillable land, 30 cows, with or without livestock and farming tools; modern barn built 1925, electric lighting, pressure water system and running water, two houses in good condition. A money-maker and bargain. Information, Miss Harriet Dupree, Chateaugay Street, Ft. Covington, N. Y.

FOR SALE—Table turnips and carrots, by the bag or bushel. Table beets. Mangles by the bag, good hen feed, white carrots for horses, white hand picked beans by the bushel or half bushel or pound. William Blaik, Phone 640-4, Athelstan, Que.

FOR SALE—1 reg. Holstein cow due to freshen in November, and 4 high grade Holstein heifers coming 3 years. Ross Bros., St. Anicet.

FOR SALE—High grade Holstein bull, 1½ yrs. old, 1 aged heavy draft work horse, good plow horse, will sell for $20.; also a number of young pigs from 4 to 8 weeks old. J. Gamble & Son, Phone 654 r. 6, Herdman.

FOR SALE—15 2-year-old Holstein heifers and 2 2-year-old colts, rising three. B. J. O'Connor.

FOR SALE—5 fat pigs, 125 to 150 dress. Call up R. Billette, Tel. 628-5.

FOR SALE—1929 Pontiac sedan, only run a few thousand miles, will sell with a guarantee. Empire Garage Ltd.

FOR SALE—Ford Model A, Fordson with 1930 body, only run a few hundred miles and can be had at a bargain. Empire Garage Ltd.

REPAIRING—Autos and batteries. Ben Chartrand, York Street, 1 block from Bouchette St., Huntingdon.

FOR SALE—Large kitchen range, like new; also kitchen cabinet, cheap. P. O. Box 307, Jack White, Huntingdon.

FOR SALE—Sewing machine, cookstove, mattress, cooking utensils, etc. on Saturday, Oct. 11, at the home of Jessie I. Lumsden, Athelstan, Que.

FOR SALE—1 McLagan gramaphone with records. Albert Dumouchel, St. Anicet.

FOR SALE—Two burner electric stove with oven (Gurney). Never used. A bargain for quick sale. Apply to Alex. Rember, Telephone 95, Ormstown, Que.

Vegetables

Leave us your winter order, where you get the best of Turnips, Parsnips, Carrots, Onions and Beans. Also Sugar Beets for your chickens.
A. L. Hayter, Phone 632 1-5.

VEGETABLES FOR SALE

A quantity of turnips, cabbage, carrots and beets for table use; also a few bushel of mangels. William R. Wilson, Athelstan, Tel. 617-2.

WANTED—Girl for housework. Must be able to do plain cooking. Mrs. J. A. McCracken, Huntingdon. Tel. 83 or 127.

WANTED—Calves, hens and chickens. Will pay highest market price Ben Lavigne, Phone 13, Huntingdon

CALVES WANTED

I am paying highest prices for good veal every week, also buying young calves and young beef. Dalton J. Ross. Tel. 633-4.

LESSONS WANTED—Young man wishes English lessons. Box 100, Gleaner Office.

TO LET—Two furnished bedrooms for roomers. Apply to P.O. Box 273 or Tel. 121W., Huntingdon, Que.

CLOTHING SALESMAN

Exclusive territory offered to reliable and experienced salesman who appreciate values, prompt service, and guaranteed satisfaction. Highest commissions plus liberal bonuses to the right man. Write immediately for our splendid proposition, stating age, experience, etc. National Custom-Made Clothes, Balfour Bldg., Montreal.

Sales by T. J. Graham

On Saturday, October 11th, at the residence of the MacIntosh Bros. near Athelstan station, the following property: 16 head of Holstein cattle consisting of 13 milk cows, 4 of which are registered, 1 registered bull 18 months old, 2 registered bull calves, 2 colts 18 months old, 1 1½ h.p. Fairbanks engine, 1 M.H. corn binder, 1 M.H. 2 row cultivator, 1 Wilkinson walking plow, 1 manure spreader, 1 Grimm arch, 1 Grimm evaporator 3x12, 1 gathering tank, 1 storage tank, 600 sap buckets and covers, 600 Grimm spouts. The whole to be sold without reserve as Mr. MacIntosh is giving up dairying.

TERMS OF SALE:—8 months credit on sums over $10. Sale at 1 p.m.

Auction sale to be held on Wednesday, October 15th, at the residence of Andrew Beaudway, on Gowan Road, mile and half north of Herdman's Corners:—15 high grade Ayrshire and Holstein cows, 2 Fall milkers. All young. Selling cows on account of sickness.

TERMS:—10 months credit.
Sale at 1 p.m.

On Friday, October 17th, at the residence of John McClintock, Jr., one mile west of Ormstown on the Island Road, the following property:—13 milk cows, 5 yearling heifers, 3 work horses, 2 driving horses. This herd is in first class condition, are a choice lot of grade Ayrshires and must be sold without reserve on account of sickness.

TERMS OF SALE:—10 months credit on approved joint notes.
Sale at 1 p.m.

On MONDAY, October 20th, at the residence of Stephen Primeau, 2 miles west of Winter's Corners, on Bush Road, Ormstown, the following property: 10 milk cows, 2 work horses, 20 tons of hay, 1 lot of corn, 1 set of spring harrows, single plough, 1 double wagon, hay rack, wagon box, Ford truck, 1 milk express, mowing machine, single rake, set double harness, 1 separator (450 lbs.), pair of double sleighs, 1 wagon box, 3 milk cans, stoneboat.

Terms of sale: Sums over $10., 10 months' credit.
Sale at 1 p..m

Owner (at the end of test): "A hundred miles and never had to use a spanner. The car is worth $250. as it stands. What will you give for it?"
Client: "Prepare yourself for a shock, old man. I'll give you $25. and no more."
Owner: "Prepare yourself for another, I'll take it!"

PROVINCE OF QUEBEC

Municipality of the Township of Godmanchester

To the ratepayers of the Township of Godmanchester, interested in the Muir and Bruce Discharge.

Public notice is hereby given you by the undersigned A. A. Bruce, Special Officer duly appointed by the Municipal Council of the Township of Godmanchester.

That on Thursday the 16th day of October, 1930, at one o'clock in the afternoon, commencing north of the Railroad, between Lots Nos. 251, property of Nelson Robidoux and Lots Nos. 252, property of Israel Leduc, I will sell to the lowest bidders giving sufficient security for the due performance of the work. The work necessary to be done Sec. No. 1 of Branch No. 6 of Muir and Bruce discharge aforesaid.

The above work sold to be done and completed on or before the 30th day of October, nineteen hundred and thirty.

All parties having private work that is necessary to be done, are hereby notified to have same completed on or before the date above mentioned.

Given at Huntingdon this seventh day of October, nineteen hundred and thirty.

(Sgd.) A. A. BRUCE,
Special Officer.

Province of Quebec
Municipality of the County of Huntingdon

SALE OF WORK

Public Notice is hereby given by M. W. Leehy of the Town of Huntingdon, duly appointed Special Officer by the Municipal Council of the above Municipality, over that watercourse commonly known as the Schuyler discharge.

That I will sell to the last and lowest bidder giving sufficient security for the faithful performance of the work, on the different sections that are provided to be sold in the Proces Verbal that now governs the discharge, on Saturday, 11th October, 1930, at one of the clock in the afternoon, beginning on Section Number One, Lot 25a, 24b, the property of Charles Hyde. All those having private work to do, are hereby notified to have the same done and completed on or before the 25th day of October, 1930, or I will cause the same to be done at their expense.

Given at the Town of Huntingdon, this 29th day of September, 1930.

Province of Quebec
Municipality of the Township of Godmanchester

To the Ratepayers of the aforesaid Municipality

PUBLIC NOTICE is hereby given by the undersigned T. W. Furey, Secretary-Treasurer, of the aforesaid Municipality; That the Collection Roll for the current year for the collection of the assessment levied under By-Law No. 196 passed by the Municipal Council of the Township of Godmanchester, at their regular session held on the 2nd day of September, last, imposing a tax of 11 mills on the dollar, on all taxable property within said Township, according to the Valuation Roll now in force.

Said assessment is now due and payable, and said Roll is completed and deposited in his office.

All persons whose names appear therein as liable for the payment of said assessment are required to pay the same within twenty days from the date hereof to save costs.

Given this second day of October, one thousand nine hundred and thirty.

T. W. FUREY,
Secretary-Treasurer.

SALE BY NARCISSE LEGER

On TUESDAY, October 14th, at the residence of Edouard Roy, Rang du Six, Ste. Barbe, the following property belonging to Léonidas Daoust: 3 work horses, 2 8-years old and 1 10-year old, 11 young Holstein cows some due to freshen in January, 2 yearling heifers, 8 pigs, 3 and 6 months old, 5 sheep, 200 bushels of oats, mow of straw, binder, hay loader and other articles too numerous to mention. Sale at 12.30.

Terms: 12 months' credit.

Sales by Fred J. Donnelly

On FRIDAY, October 10th, at the residence of Morrison McCrea, one-half mile west of Hemmingford Village, the following property: 21 head of pure bred and high grade Holstein cattle, 13 of which are registered, consisting of 10 milk cows, 6 registered and 4 high grade, 3 registered yearling heifers, 3 pure bred calves, pure bred bull calf, Holstein bull, 2 high grade heifers rising 3 yrs. old, due to freshen about time of sale. Some of the above cows are due to freshen in Jan'y and Feb'y, heavy draft brood mare 7 yrs. old, general purpose horse 12 years old, 1 2-year old heavy draft colt, 2 pigs, Rhode Island Red hens, turkeys, double wagon, 2 buggies, mowing machine, hay rake, grubber, spring tooth and smoothing harrows, bob sleighs, gang plow, walking plow, dump cart, set of platform scales 1000 lbs., 2 sets of double harness, (1 new, never been used), cutter, set of single harness, hay rack, wagon box, gravel box, De Laval cream separator, milk cans, pails, strainers, etc., lawn mower, cart harness, hay and straw, oats, barley, buckwheat, a quantity of potatoes, cook stove, 4 burner oil stove, Quebec heater, forks, chains, shovels, picks, hoes, rakes, crowbars, and many other articles too numerous to mention. The whole to be sold without reserve as Mr. McCrea is leaving the farm. Terms of sale: 10 months' credit on sums over $10. Sale to start at 12 o'clock noon.

The farm containing 119 acres more or less is also for sale, is situated about ½ mile from Hemmingford. It is in a good state of cultivation, has good house and outbuildings, etc. For full particulars apply to owner.

On Saturday, October 11th at the residence of E. Gerard, one mile north of Cazaville, the following property:—2 general purpose horses, 2 sets of double harness, double wagon, cutter, bob-sleighs, M. H. binder, corn planter, turnip planter, turnip cutter, 3 buggies, 3 8-gal. milk cans, cream separator, 1 new McCormick mower, disc and smoothing harrows (new), 3 walking plows, gang plow (new), hay rack, 20 tons of hay, 100 bushels of oats, 50 bushels of buckwheat, 25 bushels Peas, 2 bags of beans, 5 tons straw, dairy utensils and many other articles. The whole to be sold without reserve.

TERMS OF SALE:—10 months credit on sums over $10.00. Sale at one o'clock.

DISTRICT NEWS ABOUT OUR FARMS

J. D. Lang of Brysonville, Que. recently laid the foundation for a herd of pure-bred Holsteins by the purchase of two choice two-year-old heifers from the herds of Helm Bros. and Geo. C. Boyce. These heifers were placed first and second in the dry two-year-old class at Huntingdon Fair a few days previous to their purchase. The Helm heifer was in calf to a good son of Brookholm Inka, Raymondale Farm's senior sire, the dam of the bull being a daughter of Raymondale Abbekerk, the highest record daughter of Pontiac Korndyke Het Loo. This heifer's own dam is at present a member of the Raymondale herd; she has a good 305 day Class B. record.

The heifer from the Boyce herd, Sadie Vale Burke Segis, is an Ontario bred heifer, her dam coming from the herd of Wm. Goff, of Bloomfield, Ont. and carries the blood of the two well-known sires, King Segis Alcartra Spofford and King Sadie Vale Veeman. This heifer's sire is a grandson of the century sire at Pabst Farms, King Segis Alcartra Prilly. She is heavy in calf to a high record son of Abegweit Pluto.

With such a wealth of good breeding as these heifers and their offspring represent, coupled with their splendid type, they should make an excellent foundation for a future herd.

A poet is running an ice-skating rink. Something to fall back on.

Piper Laidlaw, V. C., tells of a man whose asthma was cured by his hearing daily the playing of the bagpipes. I prefer asthma.

A woman who appeared as a witness in court was told by the judge to talk as if she was at home. The case is still going on.

NOTICE

Helen F. Hall, L.Mus. (McGill) teacher of piano, organ, voice and theory. Phone 54-J, Huntingdon.

OFFICE CLOSED

My office will be closed from October 15th to 21st, inclusive. Dr. R. M. Stalker will attend 9-11 a.m. on October 16th, 18th and 20th.
E. N. Moore, M. D.

DENTIST'S NOTICE

My office will be closed on Thursday, Friday and Saturday, October 16th, 17th and 18th, during the session of the Dental Convention in Montreal.
J. E. Caza, D. D. S.

HAIRDRESSING

On and after to-day my Hairdressing Parlor will be located in Mrs. McCallum's, Chateauguay St., Town. Tel. 219.
Miss G. Rabidoux

AT FOURNIER'S BARBER SHOP
Marcel 35c., Reset 25c., Water Wave 50c., Manicure 35c., Eye Brow Pluck 35c.
Miss Mayville in charge.

ELECTORS NOTICE.

The Liberal Electors of Godmanchester Polling Division No. 2, will hold a meeting in the School House Clydes' Corners, on Thursday, Oct. 9th, at 8 p.m., for the purpose of electing officers, and other business that may come before the meeting.
By Order of Committee.

THE MUNICIPALITY OF THE TOWNSHIP OF HEMMINGFORD

Being the owner of lot No. 178B, 5th range of Granted Lands, a farm of about 52 acres with building, two miles from the village, would consider a cash offer for the said farm after reserving two or three acres for a gravel pit. Apply to
L. N. Roy,
Secy.-Treas.

PROVINCE OF QUEBEC

District of Beauharnois

IN THE MAGISTRATES' COURT
No. 2047

ARMAND SANTOIRE, Trader, of the village of St-Chrysostome, District of Beauharnois, Plaintiff; -vs- ARTHUR LAPLANTE, of Massena Springs, in the State of New York, one of the United States of America, Defendant.

The Defendant is ordered to appear within one month Salaberry de Valleyfield, this 23rd day of September, 1930.

J. R. LAPOINTE,
Dep. C. M. C.

PROVINCE OF QUEBEC

Municipality of Hinchinbrook.

To the inhabitants of the aforesaid Municipality.

PUBLIC NOTICE

Is hereby given by the undersigned William Cameron, Secretary-Treasurer of the aforesaid Municipality, that the Collection Roll for the current year for the collection of the assessment levied under By-law No. 178, passed at a regular session of the Municipal Council of the aforesaid Municipality held on Tuesday the second day of September 1930, is completed and deposited in my office.

All persons whose names appear therein as liable for the payment of said assessment are required to pay the same within twenty days from the date hereof to save costs.

Given this thirtieth day of September, one thousand nine hundred and thirty.

WILLIAM CAMERON,
Secretary-Treasurer.

PROVINCE OF QUEBEC.

Municipality of the Town of Huntingdon.

PUBLIC NOTICE

Is hereby given by the undersigned secretary-treasurer of the Town of Huntingdon that the general collection roll has been completed and is deposited in my office and all persons bound to pay the sums therein mentioned, must pay the same at my office within twenty days following the publication of this notice.

Given at Huntingdon, Que., this 24th day of September, 1930.
E. C. MARTIN,
Secretary-Treasurer.

The Canadian National Railway in N. S.

(Continued from page 1.)

with the Canadian National Railways.

In addition to this, the Canadian National Telegraphs have taken over the lines in the Maritime Provinces which were formerly operated by the Western Union, giving the Canadian National Telegraphs a coast-to-coast telegraphic service and giving to Nova Scotia and the other Maritime Provinces direct connection, over the one wire system, with the rest of the Dominion.

With these developments which have taken place, it will be seen that the Canadian National is not only keeping abreast of the territory which it serves but also is providing in advance for the further developments which may be expected.

Douglas Fir A Leader in Structural Woods

The Douglas fir at present produces one of Canada's most important woods. It is a western tree and in Canada is confined to British Columbia and the eastern slopes of the Rocky mountains in Alberta. Although restricted to a narrow geographical range, it ranks sixth in the estimated amount of standing timber of merchantable size in this country, and its wood has found a wider range of foreign markets than any other native species.

Tests made by the Forest Products Laboratories of the Forest Service, Department of the Interior, show the Douglas fir to be one of the strongest and stiffest of Canadian woods. For this reason, and because it occurs in large sizes, it is our leading structural timber. It attains a larger size than any other tree in Canada. Not infrequently trees of a height of 250 feet and a diameter of 10 feet have been found. Trees scaling over 75,000 feet board measure are sometimes cut.

There are few timbers in the world which serve as many wood-using industries as does this species. It is used extensively for the construction of bridges, wharves, and factories where timbers must be strong enough to resist the application of sudden heavy loads. Its ability to withstand sudden strains makes it much in demand for beams, ship-knees, keels, decking, masts, spars, and planking in ship construction, while its hardness and resistance to abrasion increase its value as material for flooring, especially when cut edge-grained. When creosoted, the wood blocks provide a long-wearing pavement for roadways.

The grain of Douglas fir is pleasing, and rotary-cut veneer possesses a particularly beautiful figure. For this reason, and because the wood can be smoothly finished and takes stain, varnish, and paint with ease, it is much sought for interior finish panelling, and cabinet work. Its comparative lightness combined with its strength make it a valuable wood in the manufacture of agricultural implements. Douglas fir is fairly durable and therefore suitable for telephone poles, fence material, and railroad ties.

Although botanically there is only one species of Douglas fir, there are some marked differences in size and general qualities of the trees growing in the mountains of inland British Columbia as compared with those found in the moister climate of the Coast region. The Coast tree reaches a larger size and is more rapid in growth.

Practically pure stands of Douglas fir are found but it also occurs in stands mixed with Western hemlock. Western red cedar, Sitka spruce and minor species. It thrives best on well-drained soil, and where the climate is moderate and not subject to extremes. Under favourable conditions, where the seed can reach mineral soil, it reproduces prolifically and there is no reason why Canada should not go on indefinitely supplying the world's market with this valuable wood, provided cutting is wisely regulated so that young growth may be encouraged, and provided also that forest officials secure the full co-operation of the public in protecting it against fire.

THE GYPSY MEAL

Get some of your vitamins through your skin by long hours of sunning on beach sands or chasing a golf ball over sunny meadows. Follow this by the hearty family meal, outdoors, where "hunger is the best sauce", but there is something filling to back it up.

It is fun to cook, make cocoa, roast corn and toast marshmallows over a bonfire—but it is satisfactory to take along a substantial hot dish prepared at home. It may be creamed peas, baked beans, or escalloped potatoes. Use the thermos jug for liquids which you wish to keep hot or cold—but you can improvise an excellent thermos device in which you may keep your baked dish hot or cold for many hours. Cook the potatoes in an earthen crock and transfer it hot from the oven to a large pasteboard carton or packing box which you have lined with newspapers. Shut up snugly in this, the contents will keep their even temperature for a long time.

Steam your corn among the coals, first soaking it in its sheaf. Corn bread in an iron fry pan, browned first on one side, then the other, much after the manner of a pancake. A salad is always acceptable for the outdoor meal. Potato salad is probably the most easily carried and kept in condition.

"Why is the saxophonist not playing?"

"He is responding to several request numbers."

Keep Date
OCTOBER 23RD
open for Concert in
United Church Basement,
under auspices
H'don Women's Institute.

NOTICE

A Young People's Temperance Rally for the Chateauguay District will be held in St. Paul's United Church, Ormstown, at 8 p.m., Oct. 13th. Rev. J. W. Clark of Melville Westmount United Church will give the address, while Mr. and Mrs. Andrew Webster talented soloists of Montreal, will sing.

This meeting is undenominational and open to all, but particularly for the young people of said district, and, in view of the present temperance situation, ought to be of vital interest to every home. Rev. I. W. Pierce the newly appointed Provincial Secretary, will be in charge.

Roast Chicken Supper
— in —
MUNRO HALL, ATHELSTAN
— on —
THURSDAY, OCT. 16TH.
A good programme is being prepared.
Admission: Adults 40c., Children 25c.
Supper served from 5.30 p.m.

Covey Hill Presbyterian Church
will give a
Chicken Pie Supper
— on —
THURSDAY, OCT. 16TH
— in —
Havelock Town Hall.
A good program by Rockburn and Riverfield talent and other friends.
W. M. S. Sale of Work.
Supper served at 6.
Admission:—50c. and 25c.

A Roast Chicken Supper
will be held in the basement of the ELGIN PRESBYTERIAN CHURCH
— on —
FRIDAY EVE'G., OCT. 17
Good program.
Supper served at 6 p.m.
Admission 40c. and 25c.

Roast Chicken Supper
The Kensington United Church will hold its annual Roast Chicken Supper in
KENSINGTON HALL,
— on —
TUESDAY EVE'G. OCT. 14
A good programme is being prepared.
Supper served from 6 o'clock.
Admission—Adults 50c., children 25c.

ROCKBURN
Chicken Pie Supper
— on —
THURSDAY, OCT. 23RD
in the Church Hall.
Good programme.
Supper served at 6 o'clock.
Admission: Adults 50c., Children 35c.

SALE OF WORK AND FOOD SALE
The Ladies' Guild and W.A. of St. Paul's, Hinchinbrooke, will hold a Sale of Work and Food in Herdman Town Hall, on SATURDAY, October 25th, at 3 p.m.
Afternoon Tea, 25c.

Roast Chicken Supper
The annual roast chicken supper
— of the —
Presbyterian Church, Dundee
will be held in the
COMMUNITY HALL
— on —
Friday Evening, October 10th
Supper served from 6 to 9.
Programme by Huntingdon talent.
Fish Pond and Sale of Work.
Admission 50c., children 25c.
Come and bring your friends.

Chicken Pie Supper and Sale of Work
— in the —
HOWICK UNITED CHURCH HALL
— on —
Wednesday, October 15th
Sale of work at 4 p.m.
Supper to commence at 5 p.m.
Tickets 40c. and 25c.

Opening
VINET'S NEW DANCE HALL, VALLEYFIELD
— on —
Friday, October 17th, 1930
music by
Lionel & Sid's 6-piece Orchestra.
A new floor in a new hall.
Dance from 9 till 2 a.m.

Old Time Dance

O'Connor Hall,
Huntingdon, Que.
Thursday Oct. 16
Round Dances Interspersed.
Norman Fleury's Orchestra.
Dancing 9 to 2.
Admission, $1.00 plus tax.
Cecil Elder will call sets.
Benefit for Huntingdon Hockey Club.

— Keep —
Date Open
Thursday, October 30th,
free for Chicken Pie Supper.
Athelstan Presbyterian Church.
Reserve Oct. 16th, 1930
— for —
Roast Chicken Supper
— in —
Munro Hall, Athelstan, P.Q.
Fuller particulars next week.

DANCE

— in the —
Agricultural Hall
Huntingdon
— on —
Friday, October 10th
Howick Orchestra,
As this may be the last dance of the season, don't miss it.
Tickets, Gentlemen $1.00, Ladies Free.
Refreshments sold.
R. A. Arthur, President. **John Smaill**, Secretary.

DANCE

— in the —
Kensington Hall
— on —
Friday, October 10
under the auspices of the Hall Management.
Good music will be provided.
Admission $1.00.
Dancing will commence at 8.30 p.m.

Chicken Pie Supper
The annual Chicken Pie Supper and Sale of Work of the **Riverfield Presbyterian Church**
Tuesday, October 14th.
Sale of work opens at 5 p.m. Supper served from 6 to 8.
Admission 40 cents, children 20 cents.

O'Connor Hall

Huntingdon, Que.
Friday and Saturday
October 10th and 11th
"SEVEN FACES"
Paul Muni, the star of stars playing in the most outstanding novel picture ever brought to the screen public. Supported by Marguerite Churchill and Lester Lonergan.
Regular Admission Prices 30c tax included.
"TWO NIGHTS"

Chateaugay's Ideal Theatre

Now Playing "DAMES A'HOY"
Remember folks, a nice Theatre, perfect sound and a joyful picture. A combination that mikes life worth living.

Friday Only
A picture that the old and young will enjoy
" Florodora Girl "
A story of the gay nineties.

Saturday Only
A Western
"HOOT" GIBSON
the hip-tooting, fast-shooting, hard-riding Western guy
— in —
"Trailing Trouble"

Sunday Only
A picture to bring just a little more sunshine into your lives
"Cheer up and Smile"
— with —
DIXIE LEE and ARTHUR LAKE

Monday Only
This evening's entertainment to be under the auspices of C. D. of A., at regular prices.
WILL ROGERS
— in —
"So this is London"
Remember folks, regular prices prevail.

Tuesday Only
Here's the dope - - the Manager scoops another big hit
"Half Shot at Sunrise"
with the Stars of Cuckoos.
This is a brand new production. Better come.

Shows Daily 2.15 7.00 9.00

SCHINE'S
- GRAND -
Malone, N. Y.

First Run All-Talking Pictures. Perfect Sound

Thursday - Friday
Oct. 9 & 10
JOHN McCORMICK
— in —
SONG O'MY HEART
— Also —
Comedy and News.

SATURDAY ONLY
Oct. 11th
ZANE GREY'S
Outdoor Masterpiece
"THE LAST OF THE DUANES"
— Also —
All Talking Comedy.

Sunday -- Monday
October 12-13
AL JOLSON
— in —
" BIG BOY "
The world's greatest entertainer in his greatest footlight hit.
— Also —
Charlie Murray Comedy,
"THE DUKE OF DUBLIN."
Sound News.
Continuous Shows Sunday 2-11 p.m.

Tuesday -- Wednesday
October 14-15
GARY COOPER
— in —
" The Spoilers "
— Also —
Mickey McGuire Comedy.
Paramount Sound News.

Listen in on CFCF Montreal, Monday, Tuesday and Wednesday, October 13, 14 and 15, for the Oklahoma Cow Puncher program. They will play at this Theatre Thursday and Friday, October 23 and 24.

Annual Harvest Festival and Chicken Pie Supper
Trout River
(Benefit of St. Bridget's Church)
WEDNESDAY NIGHT, OCTOBER 15th
Supper from 5.30 to 8 o'clock—Fifty cents.
Programme in Hall from 9 to 1 o'clock; Music, Dancing, old and new; Corn Game—25 cents.

Wait! Watch!
Prepare yourself for the great
EVENT
of October 17th
Wait! Watch!
— Be Ready —

Population 1921 Census

Chateauguay	County	13,557
Huntingdon	County	13,174
Beauharnois	County	19,888

The Huntingdon Gleaner

THE LEADING ADVERTISING MEDIUM IN THE DISTRICT OF BEAUHARNOIS

Population 1921 Census

	Eng.	Fren.
Chateauguay Co.	3,406	10,151
Huntingdon Co.	7,273	5,901
Beauharnois Co.	1,605	18,283

SIXTY-EIGHTH YEAR | HUNTINGDON, QUE., WEDNESDAY, OCTOBER 8th, 1930 | PAGES SEVENTEEN TO TWENTY-FOUR

WORK ACHIEVED BY BEAUHARNOIS ELECTRIC COMPANY IN 1930

Eight Men Regularily Employed by Company in District.—$80,000 Paid Out in Wages.—Extension of Service in Country Continues

The activities of our local electric company may not seem great to us day by day, as we go about our daily rounds of business or chat of the happenings of the week of an evening, however, this impression which is quite natural due to the localness of our environment, may be altered when the items that make up such activities are brought together and viewed as an entirety. Let us enumerate:—

1. A 25,000 volt transmission line from St. Timothee to Beauharnois was erected to feed St. Remi District and Delson.

2. The Sub-station at Valleyfield was enlarged, garages built and the ground surrounding levelled and a little landscape gardening indulged in to make the whole more pleasant to the view of the public.

3. About a mile and a half of 25,000 volt transmission line was built in Valleyfield to supply the Brupbacher Silk Mill with power.

4. The system in Huntingdon has been rebuilt, those portions built by Messrs. Bowker and Dunn having been dismantled and replaced; by an arrangement with the Bell Telephone Company of Canada, both companies now occupy jointly one line of poles on Chateauguay street, this resulted in the elimination of a line of poles on the other side of the street, which will improve appearances greatly. Further, the street lighting system has been overhauled and up-to-date series system results, installing of an ornamental fixture underground portion on the street is in progress.

5. A street lighting system has been installed at the Indian Reservation at Caughnawaga.

6. The Athelstan-Trout River line has been overhauled at an approximate cost of $9,000.

7. Extensions to the distribution system have been made giving service to the following locations:

St. Barbe Village, St. Louis River Road, The summer resort of Fraser's Point, the summer resort at Hungry Bay, St. Winnifred's Island, First Concession of Hinchinbrook, Ranges of St. Edouard and St. Michel, Melocheville extension, Chateauguay River Road, Tullochgorum Road, the English River Road, the Elgin Road, the lines and sub-station at St. Hubert in connection with the airport.

Considerable money was spent in transmission lines, which has resulted in a marked improvement of service. The installation of lightning arresters, a piece of equipment calculated to diminish troubles and disturbances caused by lightning has been steadily progressing.

A staff of eighty men is employed in various capacities by the company which disbursed approximately $80,000 during the year in wages and salaries.

Thus, in a very real sense our own electric company is imbued with the same principles and vigor as pulses in the veins of its parent, the Shawinigan Water and Power Company.

DEVELOPMENT IN S. W. QUEBEC

Expect District Will Have $10,000,000 Pay Roll in Few Years

The largest undertaking to industrialize intensively a section of Canada is now under way in Southwestern Quebec in connection with the Beauharnois Power development.

Plans which it is believed will within a few years bring industries valued at well above a hundred million dollars to the district in which the power site is located are now being actively advanced. Reports received at Ottawa announce that simultaneously with the delivery of power a new industrial pay roll approximating $10,000,000 a year will come into being, and that this amount will be materially increased each succeeding year.

The system whereby municipalities organize and operate industrial development bureaus is familiar to Canada in the case of the Beauharnois project the company has set up all the machinery itself. Its industries in other countries, wherever Canadian Branch plants appear feasible. Power, labor and transportation facilities are being heavily stressed in favor of the area. Both company and provincial authorities are forecasting that within ten years the district will be the most solidly industrialized in Canada. As an experiment in private enterprise the project follows lines pursued successfully by many large public service corporations in the United States.

Where Fruits Come From

Britain Gets Her Best Bananas From Canary Islands

In Great Britain they consider that their best bananas come from the Canaries, but Jamaica sends the largest stocks; while the biggest fruit, which unfortunately is also the coarsest, comes from Costa Rica. They receive 30,000 bunches a week at Christmas-time, and on a full-sized bunch the number of fruit is about ten dozen.

Of oranges at least a quarter of a million boxes arrive in Great Britain for Christmas, and a box holds from 140 to 250 oranges, according to size. The best come from the West Indies, and are known by their pale-colored skins, often mottled with "rust."

Canada sends most of the winter eating apples.

The cheaper varieties of grapes come from Spain, but the best winter grapes are grown under glass in the Channel Isles.

Fresh pineapples come from St. Michael, with walnuts, a scarce crop last year, was supplied by France.

Figs and dates come from various parts of the shores of the Mediterranean, and crystallized fruits principally from France.

Pleasures of Hope—Chairman (finishing eulogistic speech): "Our dear old friend here has lived amongst us for forty years, is living with us now, and, he says, hopes to live amongst us for many years to come. Gentlemen, I can only add that we are looking forward to burying him here."—(The Outspan) Australia.

Professor (in engineering class)—"What's a dry dock?"

Student—"A physician who won't give out prescriptions."—Drexerid.

The Great Lakes and St Lawrence

By D. McKAY, Canada Steamship Lines

The pageant of history on this continent is forever colored with the blue water of the Great Lakes and the St. Lawrence river. As the salt of the sea has moulded the characters of maritime people throughout the centuries, so, the clear, fresh waters of the Lakes are giving their vigorous qualities to those generations which have lived within the sound of steamship sirens.

For two thousand miles the Great Lakes-St. Lawrence chain reached into the heart of the continent. Four hundred thousand square miles of mountains, forest and farm are drained by this waterway and through the spring, summer and early winter the water from these slopes moves irresistibly to the sea. Sometimes in lakes that are oceanic in their size, and sometimes in narrow rivers that roar with cataracts, the water moves eastward to the Atlantic.

The story of the lakes is the story of a conquest by navigation. Only master mariners could have conquered the lakes and today the canals, locks and lighthouses stand as symbols to the domination of the lakes by man.

We who live on this continent cannot be truly insular. North America is too large to permit intelligent people to remain cramped in their experiences in life. The education of no American or Canadian can be considered complete until the St. Lawrence-Great Lakes chain has been explored. The engineering achievements which have made this waterway navigable are in themselves worthy of examination by those who would know their country. But there is much more than mechanical triumphs, and there is much more than the shadows of history. These lakes and rivers offer today to dwellers in cities and towns relaxation and health.

The passenger traffic on the Great Lakes and the St. Lawrence has become one of the great transportation mediums of the continent. The Canada Steamship Lines' fleet of twenty passenger ships has brought travel by water to new high standards of comfort service and luxury. From Windsor, Detroit and Sarnia freshwater liners cruise north and west through summer days and nights across Huron and Superior to Fort William Port Arthur and Duluth.

TOURISTS MEET IN NUMBERS AT GRAND PRE

2,921 Acadians Transported to South on His Majesty's Ships

Evangeline Statue and Well

Historical Place is Now Marked by the Beautiful Grand Pré Memorial Park

The original Acadian settlement of Grand Pre extended from Horton Landing, past the railway station of Grand Pre, to a point west of Wolfville. The old French road to the Riviere aux Canard's settlements passed through the town on much the present location of Main street.

There were in all 38 or 40 French hamlets in the district encircling Minas Basin from Horton Landing to Canning, generally known to the French as "Mines," from the Basin, named by Champlain when he sailed from Port Royal in 1604, with Poutrincourt to the head of the Bay. He went again in 1606, and, referring to the trip, says: "We made the tour of the Bay in order to go to Port aux Mines, where I had previously conducted Sieur de Poutrincourt, who collected some little pieces of copper." These they found at Cape D'or, while at the base of Blomidon they discovered a store of purple amethysts and agates.

Wolfville owes its present name to the DeWolfe family, prominent among the Connecticut planters who settled there in 1760-61. The community was called Mud Creek till 1830, when through the efforts of two young grandaughters of Judge Elisha DeWolfe, the present name was officially applied.

The most interesting place visited on this tour to the visitors was Grand Pre, a little village with a population of 750 located 62 miles from Halifax, and is immortalized by Longfellow in the great poet's masterpiece, Evangeline.

The Grand Pre of the French is thus pictured in Charles G. D. Roberts' "Sister to Evangeline."

There was the one long street, thick set with its wide-eaved gables and there its narrow subsidiary lane descending from the slopes upon my left. Near the angle rose the spar of the church, glittering like gold in the clear flood of the sunset. And everywhere the dear apple blossoms—for it was spring when I came home. Beyond the village and its one black wharf, my eyes ranged the green, wind-ruffled marshes, safe beyond the sodded circumvallations of their dikes. Past the dikes, on the other side of the islands' wooded rampart, stretched the glowing miles of the flats; for the tides of Minas were at ebb.

Finally the Governments of Nova Scotia and New England determined to remove the Acadians from the land; recent examination of the records in the archives of this country and of Europe reveals that the act was accomplished before the authorities in England were fully informed of the intention.

On the fifth of September 418 men, the principal inhabitants and heads of families, were assembled in the church of "St. Charles" at Grand Pre, when Winslow advised them that they and their families were to be deported and their lands confiscated.

Great pains were taken to collect families and near relatives together in one ship. A manuscript in the British Museum states, "Not a day passed without fully informing them of this, of the vessel they were to go on board, and the day of embarkation." The women were entreated to dispose of their movables, and to pack up their apparel and such other matter as they wished to carry with them, but the greater part paid no heed, conceiving the Government dare not send them away, and instead filled their chests with linen and other apparel and hid them in the woods. Many of them buried considerable quantity of dollars in the earth, and other matters in wells, which were afterwards found.

On the day appointed for their embarkation many heads of families were missing. Notwithstanding the care taken to prevent the imprisoned men from escaping after they were embarked, seventeen made their escape in one night from one vessel; from all the vessels between time of embarking and sailing some escaped. Numbers, however returned later, crowding in, since others had been embarked in the meantime to fill up their places. In the end it became impossible to keep families together, there was not time to straighten these matters out, the season was advancing, and each day's delay made the undertaking more difficult.

On October 29, 1755, the fleet of twelve transports, carrying 2,921 souls, sailed from the rendezvous in the Basin of Minas, under the convoy of His Majesty's ships "Nightingale," "Snow Halifax," and "Warren."

The expulsion of the Acadians remains for all time the most tragic occurrence in Canada's history. The event has been immortalized by Longfellow. To thousands Nova Scotia is known chiefly through the great poet's masterpiece, "Evangeline."

To mark the historical place, is to be found the Grand Pre Memorial Park. Its little chapel which is a museum brings back historical facts that are so fascinating that one would long to spend a day within its walls. In this little park stands the statue of "Evangeline" and beside it the famous "well."

The train whistles, and the party is hurried off, all too soon, to see the curios of the Memorial Park, and so the party is next headed for Halifax. No sooner was the party aboard the train than did the D. A. R. men appear carrying a bushel basket of apples. The apples were quickly distributed amongst the party only to be followed up with a sample of the Annapolis Valley pears, which were disposed of with equal rapidity.

Shawinigan to Inform Public of Its Activities

The Shawinigan Water and Power Company is one of the largest hydro-electric companies in the world, and it is one institution of which the Province of Quebec is justly proud, having been for many years a definite factor in the growth of the Province and in the development of her resources. It has been running a series of announcements informing the public as to the activities in which the Company is interested, which are well worth the public's perusal.

The Maples Are Harder Than The Automobiles

To the people on the west end of Chateauguay Street the noise of an auto accident is no alarming noise, for they take place early and often. The latest took place early Sunday morning when a car driven by one of Malone's young men failed to make the turn, and side-swiped one of Mrs. W. H. Walker's maples. The car was somewhat damaged and fortunately the owner, Mr. King Snell, escaped serious injury. The sidewalk is in its usual condition, covered with gravel. How about raising the sidewalk?

Seasonable Hints re Fires

The season of the year is at hand when the farmers must use lights for chores. Although electric lights are a great safeguard against fires over the lanterns, thousands of farmers are still dependent on oil lamps. Every farmer, irrespective of how his buildings are lighted should take precautions against fire. In taking such precautions he should count on having one or more fire extinguishers placed in his buildings at convenient places. The contents of a small fire extinguisher will often put out a fire in its early stages that otherwise would eventually make the barns or home a complete loss. Mr. Farmer cannot afford to be reluctant or careless about having fire extinguishers about his farm any more than can a town the size of Huntingdon be carless about the fire hose, hydrants, etc. in good working order. This is "Fire Prevention Week" and a good time for every farmer to order a fire extinguisher.

To the householder, it is a good week to have the stove-pipes cleaned and the chimney swept. Avoid having inflammable material about the buildings, for leaves and grass fires will soon be numerous and as fires often spread rapidly in this manner, take the advice and be careful. Smokers should be mindful never to throw cigarette, cigar butts or lighted matches on the ground amongst dry leaves.

ADVANCEMENT MADE IN H'DON COUNTY APPLE ORCHARDING

C. E. Petch Has Largest Orchard of 72 Acres.—Graders Installed Responsible For Good Apple Prices.—Robert Reid is Able Manager and Vendor

Apple growing in our highlands, viz. Franklin, Havelock and Hemmingford is fast becoming one of the main sources of revenue for our farmers. The dairy industry has been hard hit, and where lands are adaptable for this new form of agriculture, scores of farmers are to be found setting out new orchards. In the Annapolis Valley, Nova Scotia, apples have been the real money crop for generations. In the Annapolis Valley the Gravenstein, Baldwin, Golden Russet, Cox's Orange, Red Spy and Red King are the six favoured varieties. These varieties adapt themselves to the English market, where they are shipped by boatloads every year. The geographical location of the Annapolis Valley inclines one to believe that they will continue to hold and develop that apple market. The orchards in the Annapolis Valley are mature, many of the trees being over the century mark in age.

Our farmers who are expanding in this department of agriculture would do well to take a week's visit to the Province by the Sea and learn some of the orcharding advantages that have been studied and carried out in practice by the Maritimers.

Our Co-operative Farmers

In the Franklin and Havelock areas the farmers have found from experience that they could market the apple crop to advantage if they graded and packed the apples in other than the barrel pack. The farmers have formed themselves into two co-operative bodies.

At the Joseph Beaudin orchard in Franklin and at Mr. Indell Waddell's place in Havelock graders have been purchased by the co-operative associations. Here are to be found a dozen or so people operating the machine that rolls out the apples graded as to size. The apples are picked over by the expert trained eyes of the operatives and neatly wrapped and packed into bushel boxes or hampers. The apples are so marketed, and at prices never realized by our apple growers heretofore. The success of these two plants can be attributed largely to Mr. Robert Reid, formerly of Chateauguay Basin. Mr. Reid conducted the Abbotsford plant previous to coming into this District and did so very successfully.

The Waddell and Petch Crops

Mr. Indell Waddell has a large orchard, and although this year's crop is considered below the average he will market the equivalent to 700 barrels of apples. A barrel represents three bushels and a bushel of the best McIntosh apples is selling for $3.25. The value of the crop can therefore be estimated as worth around $5,500 to $6,000.

Mr. Charles E. Petch at Hemmingford is the largest orchardist in the district. He has 8 acres of orchard over 10 years of age, and 64 acres under 10 years of age. To pick the apples on the 8 acre orchard last year he required 20 pickers. Estimate it for yourself, but it is easy to be seen that in five or ten years from now Mr. Petch wil be employing pickers by the hundreds. At the present time Mr. Petch has a grader of his own and for the 1931 crop is installing a larger and much improved machine. His crop this year will represent around 3,300 bushels or possibly $9,000.

A Hemmingford Co-operative Mooted

At Hemmingford 10 farmers are contemplating forming themselves into a co-operative association, as was done in Havelock and Franklin. The Hemmingford farmers have 300 acres of young orchards set out, all of which is under 10 years of age. The varieties set out are McIntosh or Fameuse, for which this province is noted. Mr. Petch has the largest young orchard set out and next to him in this respect is Mr. D. M. Laurie, who has 30 acres.

Messrs. Robert Reid and F. Godbout of the Quebec Horticultural Department have been busily engaged in making a census of the orchards in this county. They both see the wonderful development that is to take place in the next few years and it is only fit and proper that the executives know what the prospective crops will be each year. If a market is flooded, the prices go down and the grower suffers loss. Messrs. Reid and Godbout will be able to determine what the apple crop will be each year and will then set foot to have a market available for the annual crops. The Department of Agriculture is doing a great work for our apple orchardists in this respect, and co-operation to these men in this important work is essential.

The market for the crop is all important and in order that Huntingdon County apples will always be in demand, therefore let us hope our orchardists will not be backward in exhibiting apples at every possible Pomological Exhibition. This district is noted as a livestock center, but only so through its exhibitors. The Annapolis Valley is noted as a fruit center on account of its exhibitions and Empire marketing. Let our apples be known in the cities of eastern Canada and a top notch market will be created for Huntingdon County apples, which will be the McIntosh, Fameuse, Wealthy, and Dudley. These are our favoured varieties and they do not clash with the varieties most favoured by the growers in the Annapolis.

Finland Fights Noise

Finland has made a start toward the suppression of city noises by forbidding the use of motor horns in the town of Aabo which has demonstrated that the horn is no more necessary on the automobile than it was on a fiacre, a one-horse bus or a hay wagon. News of the demonstration reached Norway, and in consequence the Royal Automobile Association of Oslo has proposed that in every city of that kingdom the use of the horn shall be done away with, and the attention it involved redirected to skilful driving.

ANNAPOLIS VALLEY FOR APPLE TREES

250 Newspapermen and Women in Party to Grande Pre

Cape Blomindon Beach

60,000 Trees Represented Orchard of One Farmer

The Canadian Weekly Newspaper Association held its annual convention in Halifax early in September. The Maritimes have been much referred to since the Duncan report was issued, and as the press party was afforded the opportunity of seeing much of Halifax and the Province I think it is but fitting that the Gleaner should give space to telling about the Maritimes of eastern Canada. As our party did not visit P.E.I. we will not refer to it in this issue, but confine ourselves to Nova Scotia and New Brunswick as it appeared to Mrs. Sellar, and self, who attended the convention.

Each morning the business sessions were held in the Halifax Hotel. In the afternoon and evening entertainment of educational and of a social nature was provided. In this respect the "craft" were greatly indebted to the Canadian National Railways, the C.P.R., Dominion Atlantic, the Daily newspapers of Halifax, Halifax Harbor Commissioners, City of Halifax and the Government.

The first afternoon in Halifax the Dominion Atlantic Railway provided a special train to transport the conventionists, 250 strong to Grand Pre, the main historical point in Nova Scotia. Lunch was served at the Cornwallis Inn, Kentville, and after that the party was taken by autos for a three hour drive throughout the world famous Annapolis Apple Valley. The apple orchards were heavily laden with apples and crossing from one dyke to another one wondered when they reach beyond the apple belt. The orchards are tremendous and in questioning one man about the orchards, he stated that in the Valley the average farmer would have at least 10,000 apple trees and that he knew of one farmer who had 60,000 trees. With such gigantic orchards growing apples for the English market it means much grading and packing. Where butter factories would be found in this dairy district twenty-three years ago, they have apple packing plants, or canneries. The unfortunate aspect in this respect is that the barrel pack is still the most used, although the box will fast take its place. Possibly the excessive quantity of apples grown is an impediment towards getting the apples packed in boxes.

After crossing the valley, we ascended a mountain, possibly not much higher than is Mount Royal. From this mountain a most glorious view was to be perceived. In the pictorial section of this issue will be seen a photo of same. Looking over the fields of five counties, far below one is led to believe he is looking upon a beautiful golf course. As you look to the east you see the Bay of Fundy. It was a glorious day when we made this visit and the salt water of the bay was glittering and a sailing vessel was seen in the distant horizon. Looking down from this mountain one was struck with the rows of barrels that were to be seen on the open fields, as well as in the orchards. Upon descending from the mountain and driving towards Cape Blomindon we found that these barrels were conveniently placed in potato fields. Boys and girls, men and women of both the black and white races were busily engaged. In Truro a large negro colony is to be found and from this source the apple and potato growers secure much of their labor.

To get on the beach of the Bay of Fundy where the genuine salt water perfumes are to be found was something to which Mrs. Sellar looked forward. At the Cape Blomindon beach it is possibly 150 feet wide at high tide. The packed sand was such that a horse and rig could be driven on it without sinking the least. During that afternoon scores of people visited this isolated beach and had snapshots taken.

After an hour's drive we arrived at the Grand Pré Memorial Park where we joined our party and boarded the train for Halifax.

The One-Eyed Auto

In spite of the warning issued during the early part of summer, by the Minister of Highways, there are still a number of automobiles and trucks that travel along the highway at night with only one headlight, and thus constitute a serious menace to traffic in general. A large number of new complaints have recently been received by the Department in that connection.

Any sensible auto driver will realize at once, if only he will stop to think, that an automobile or truck that travels along the highway at night with only one headlight, is not only a great annoyance, but a most serious danger both to the "one-eyed" car and its driver or occupants and to all those who have a right to use the highways. The Department has recognized that means must be taken at once to abolish the nuisance.

The traffic officers have once more been notified and instructed that they must deal rigorously with all breaches of the traffic laws in that particular respect. The danger is a serious one and calls for drastic measures.

WEEKLY NEWSPAPER EDITORS ENTERTAINED IN NOVA SCOTIA

Average Farmers Have Orchards of at Least 10,000 Acres. Occasional Farmers Will Have 60,000 Trees.—Potatoes Constitute a Major Crop

Monday evening in the Public Gardens of Halifax a special band concert was arranged for the press party. Although the evening was cool a large gathering of people assembled.

On Tuesday afternoon the Harbor Commissions and Dartmouth Ferry Commission, Halifax Board of Trade and City of Halifax entertained the party to a three hour excursion on the harbor. The Ferry Boat that carried the party headed up Bedford Basin and when passing the neck, a seaplane appeared and stunt-flying was done for our benefit. As our boat moved along the harbor our attention was directed to the spot where the Halifax disastrous explosion took place in 1917.

The party was informed that the present facilities of the port consisted of 16 deepwater berths with water at berths from 28 to 50 feet deep, 14 transit sheds, all with railway trackage, grain elevator, all of which are under the administration of the Harbor Commission. Forty privately owned wharves, a cold storage plant, oil bunkering, coal bunkering, large dry dock, marine railway and machine shops for repairing and overhauling of vessels, and all in all what is considered the finest facilities on the North American Atlantic coast.

After seeing these features in connection with the harbor our party was headed out to the entrance of the harbor, followed by a sail up the North West Arm which is the aquatic playground of Halifax. The beauties of the Arm on the hot summer days are a sight no one will forget.

During the afternoon refreshments were served on board, and the orchestra which provided the dance music, made the afternoon a complete success.

On Wednesday at noon, the Government of Nova Scotia entertained the party to a luncheon at the C. P. R. Lord Nelson hotel. The new hostelry faces the Public Gardens. At this luncheon ex-Mayor John Murphy made the main address and as it dealt with the Harbor, we think it fitting to report it here.

Ex-Mayor Murphy Speaks of "The Harbor"

In the harbor of Halifax much money has been expended, in recent years in substantial improvements. These include piers and other dock facilities, not the least being the railway terminals where ocean and rail meet with the greatest convenience.

Newspaper men from the centre and the west being somewhat unfamiliar with the situation heard Mr. Murphy with keen interest and came away from the gathering with a greater realization of the problems of the Canadian ports, not the least of which by any means is centred in the port of Halifax. Pointing out that in a country such as Canada the problems of each part are such as to command and demand the best study of the citizens of all the country as a whole, Mr. Murphy proceeded to relate the needs of Halifax as a great national port. "It is only by a proper understanding on the part of the East and the West and the Centre that the problems of Canada can be worked out.

"The Maritime Provinces," argued Mr. Murphy, "have never taken any attitude against any proposals of any legislation, or anything that would help the solution of the problems of the West or the Central Provinces. If we could have those who are visitors take back to their different parts of the country a proper conception of what we think we are confronted with here the solution would be much more readily brought about.

"We have the greatest natural port in the world. If Canada has reached the stage where in dealing with its transportation problems it is dependent on or subject to the attitude of the American railways, then our day is past. We have to recognize that the railway systems of both these countries are tremendously interlocked. If Canada is to remain Canada the sooner this great transportation problem, which is one of the most outstanding ones, is adjusted so as to bring the benefits to our Canadian workmen employed on railways, steamships, laborers on the water fronts, and to farmers in Western Canada the better. Until this is done Canada will be lacking in the discharge of her responsibility to herself.

"For practically two years in the face of the greatest opposition from both the great transcontinental railways of Canada," said Mr. Murphy, who mentioned his personal study of the transportation question, "we have fought to have justice given to this port." He pointed out that the Transcontinental was built to carry Canadian goods through Canadian ports, and, amid the tremendous plaudits of the luncheon guests, eloquently pleaded for the fulfilment of these contracts, these understandings given by Sir Wilfrid Laurier, but which have never been fully implemented. "$300,000,000 were spent to create a transcontinental railway to bring Canadian products through Canadian channels," vigorously continued Mr. Murphy. "Binding conditions were given. The responsibility rests directly on the Government to make these services available here. The ports of New York, Boston have benefited tremendously by the shipment through them of Canadian products. They have been dependent for their prosperity on their share of Canadian traffic and twenty per cent of the transportation through the port of New York, is Canadian grain.

In concluding Mr. Murphy gave as an illustration the condition of Halifax port that day with not a single freighter in port. It was an earnest plea for shipment of Canadian products through Canadian ports, for the utilization of the Transcontinental system and as the Halifax press remarked, it met with an enthusiastic response from the newspaper men.

I have it on good authority, writes a correspondent of Tit-Bits, that the highest-paid talkie film star at the moment is Maurice Chevalier, the smiling hero of "Innocents of Paris." His salary today is something like $5,000 a week, and I understand his income from all sources is in the neighborhood of $375,000 a year.

He first learned to speak English while interned as a prisoner-of-war at Ruhleben. Later he was persuaded to visit New York to make talkies for Mr. Jesse Lasky at a salary of $3,000 a week. After his first picture his fortune was made.

Beautiful Quebec Names

By D. McKay, Canada Steamship Lines

No part of North America is so rich in beautiful names as the province of Quebec. There is an unfamiliar but a musical ring to hundreds of the place names of the old French-Canadian province. Many of them have more than rythm, they have the color of history in their accents. The tramp of marching men, the roll of drums and the faint blaring of trumpets seem to sound through such names as Roberval, Maisonneuve and Longueuil and yet today these are the names of towns, cities and villages of French Canada.

What, for instance, could be a more perfect sounding name for a placid village nestling under the vast cliffs of the Saguenay river than L'Anse St. Jean? The easy flow of the sounds suggests nothing if not an age old contentment. From an Indian legend of the Saguenay comes the strangest of all the village names—Descente des Femmes; when famine settled over an Indian village centuries ago a group of native women pushed through the wilderness and crawled down the tortuou cliffs of the Saguenay to find help for their tribe.

The majesty of the mountain outline of the Laurentians along the north shore of the lower St. Lawrence seems to find expression in the vigorous name of Cap a L'Aigle, while the ponderous majesty of the hills seems to echo through the name of Les Eboulements, near Murray Bay. Surrounding the famous Murray Bay summer colony are truly picturesque names of Pointe au Pic and La Malbaie. The great hotel which lends fame to the resort, carries itself a name rich in historical suggestion—Manoir Richelieu.

Further down the river opposite the truly ancient village of Tadoussac is a town which suggests an old chanson—Rivière du Loup. In other parts of the province there are communities which bear names suggesting military romance and pastoral countryside. For instance, the names of Laprairie, or Laval sur le Lac create pictures in the mind of any casual English speaking reader. So it is with scores of the Quebec names: Beaurepaire, Baie St. Paul, Batiscan, Cap Rouge, Cap Tourmente, Contre-Carillon, Montaubon, Pointe au Sables, La Reine.

The Mighty St. Lawrence River

The Throbbing Artery of Eastern Canada.

By D. McKay, Canada Steamship Lines

Only England's Thames and Germany's Rhine are comparable to the mighty St. Lawrence in the lure they hold for the traveller. Yet the St. Lawrence has a character completely its own; it is the throbbing artery of Eastern Canada. During the centuries it has been known to civilization it has changed from a river of remote, unknown origin to a great country, crowded with the commerce of the seven seas.

It is possible to start this voyage from Niagara where the Canada Steamship Lines vessels commence their journey to the sea. From Niagara these ships carry thousands every Summer to and from Toronto. From Toronto there is an overnight trip across the lake to Rochester and returning to the Canadian side at Kingston. Then follows the picturesque scenery of the Thousand Islands and the daylight run down the Rapids of the St. Lawrence, a trip which has become famous throughout the world and which has been described again and again by veteran globe trotters. Unlike any other trip this shooting of the Rapids—the fastest navigable water in the world—has remained for generations one of the travel thrills of America.

Several times on this river trip the international boundary line is crossed. After a day on these fast waters in the narrow section of the St. Lawrence, the traveller arrives at Montreal. For the traveller who would proceed further to the sea, ships, which have achieved new comforts and luxury in river travel, wait. The accommodation, dining service and the music offered on these boats are comparable to the finest offered by any ships.

From Montreal it is an over-night trip to Quebec and in the early morning this ancient city is at its best. For generations people who have sought the best America has to offer in travel have come to Quebec City and found the charm of an old European city within a few hours travel of the modern cities of Canada and the United States.

Leaving Quebec City in the morning for the cruise of the lower St. Lawrence and the Saguenay, the ships of the Canada Steamship Lines' great white fleet hug the north shore offering glimpses of the Island of Orleans, Montmorency Falls and the towering cliffs which stand high above the river. This was the route used by Cartier and Champlain. Under the shadow of these cliffs came the settlers and the troops in the ships of France. Wolfe's fleet came this way and later the colonists from the British Isles.

At Murray Bay the ship makes a stop of two hours. The place receives its name from General James Murray, the first British Governor of Canada and since the days when Colonel Fraser's Regiment of Highlanders settled here after the conquest of Canada in 1754, it has been famous for the sturdy character of its people and for its rare charm as a summer resort. Canada Steamship Lines owns the new Manoir Richelieu which was opened last year and it is one of the great resort hotels of America. In the manner of the eighteenth century French country house and fortress, this new hotel has accommodation for six hundred guests. There is an open air salt water swimming pool, six miles of new bridle paths, tennis and a golf course which is among the finest in Canada and which has attracted attention among golfers of America. Many distinguished Canadians and Americans are proud to be among the veterans of this summer colony. Among these are Hon. Rodolphe Lemieux, Speaker of the House of Commons of Canada and for many years the late William Howard Taft, former President of the United States, had his summer home here.

The ship resumes her voyage, proceeding along the north shore to Tadoussac, at the mouth of the Saguenay River. Here is one of the oldest settlements in North America. Through the centuries it has lived on and on changing its character only slightly as the fur trade died away and the fishing industry took its place. The Tadoussac embodies in its frame the walls and roof timbers of an ancient Hudson's Bay Company Trading Post.

Here the ship leaves the St. Lawrence and swings north on the deep dark waters of the Saguenay river. Echoing canyons and vast silences of the forest are the characteristic features of this waterway. But it is more than a scenic route for freight steamers are busy here carrying lumber and steel prducts. At the head of the Saguenay is Chicoutimi, Bagotville and Arvida. These are flourishing industrial communities on the fringe of a Northland of untold wealth.

Down the Saguenay turns the ship making the trip this time in the daylight. The St. Lawrence is reached and the ship turns upstream toward Murray Bay and Quebec along the great river highway from Europe to America. Here the ships of the seven seas are to be seen engaged in carrying the cargoes of two continents.

Merchandising by Power Companies

There has been much discussion about the ethics of the Power Companies selling merchandise.

It is claimed by some that they use their purchasing power to buy in large quantities at low prices and in turn. pass this benefit on to the public to the detriment of the local merchants.

In discussing this with the Executive of the Beauharnois Electric Co., the following points were brought out:

The expense of running lines and equipment to supply rural territories is increasing very rapidly, and, so that rates would not have to be increased to pay interest on this additional investment, Power Companies opened stores and pushed electrical appliances to give them a greater consumption of electricity in the home, thus increasing their revenue and enabling them to keep rates down and in some cases to make reductions.

Only approved and first class merchandise is carried. Fair prices are maintained so that any local merchant can sell at the same price and make a sufficient margin of profit. They want every customer to be satisfied with their purchase; they know that the labour saved by the use of electricity more than offsets the cost of operating the appliance.

The Power Companies endeavour to carry a stock of all the new appliances in all their stores, but it is impossible for them to keep a complete line of all models of refrigerators or stoves, but they keep descriptive literature covering all articles and they are always glad to give their advice and assistance to any customer, whether the article is to be bought from them or elsewhere.

The time sales have been a big factor in the sale of electrical merchandise: customers are able to enjoy the use of the appliance while paying for it over a period of 18 to 24 months.

Service is an important feature and power companies make a point of seeing that all appliances sold are properly serviced.

The Fall Tourist Traffic

The tourist season does not necessarily terminate in the Province of Quebec about the end of August or the beginning of September. On the contrary, there is considerable traffic here during September and October, and the latter month, during which a nice, pleasant, moderate temperature generally prevails, is as fine a time as any for motoring through the Province in perfect comfort and with the greatest enjoyment. There still remain four weeks to visit the various districts of the Province.

The month of October, with its agreeable temperature, neither too hot nor too cold, and the beautiful coloring of the trees, cannot fail to appeal to the motorist. The country assumes its most glorious raiment during that month in every region in the Province. One can make the Gaspé tour, visit the Laurentians, north of Montreal, or travel through the mountains along the St. Lawrence river, or to put it more briefly, one can motor throughout the Province like in the heart of summer.

Safety First in Quebec Province

It is generally believed, that with the coming of autumn and the natural decrease in traffic, that there should be a consequent decrease in the number of accidents, and that the "safety first" appeal and the necessity for careful driving are of lesser importance. It is true that there is not the same tourist traffic in October that there existed in July and August, but there are practically the same number of cars using the highways of the Province during the last week of the travelling season as during the month of September. The dangers of accidents are therefore just as numerous. Besides, rain, more frequent at that time of the year, renders the roads more slippery and demands more care on the part of automobile drivers.

Statistics show that, in 1929, there were 1,193 automobile accidents during the month of October; 971 in November and 645 in December, or a total of 2,809 accidents in three months. The figures for October are higher than those for the month of June of the same year (1,102 accidents) and practically as high as those of the month of July (1,373), August (1,270) and September (1,212).

It is greatly to be feared, that in spite of the "safety first" campaigns and in spite of the greater care taken to regulate traffic, the number of accidents registered during the last three months of this year will be larger than that reported during the same period in 1929. While the Minister of Highways will see that traffic is regulated as long as motor travel is possible on the highways, he fully realizes that, unless he has the complete co-operation of the automobile drivers themselves, he will be unable to reduce the number of accidents. The drivers have their own fate in their hands, and their first duty is to protect themselves. Unless there is some substantial improvement, there are some 3,000 drivers of cars who are bound to be either the cause or the victims of accidents during the last months of the present year. No chauffeur can assume that he will be the lucky one to escape or that he will not be included in that casualty list.

The best safety device is, and always will be, prudence; and prudence means careful observance of the traffic rules and constant care and foresight so as to be ready to meet every possible emergency.

The traffic rules and the good chauffeur's code, constitute the best protection for the travelling public.

Gentleman Preferred

"Which would you prefer in your future husband—wealth, ability, or appearance?" asked the pretty girl.

"Appearance, my dear," replied the spinster; "but he's got to appear pretty soon!"—Regina Star.

Conclusive—Two farmers met on the road and pulled up.

"Si, I've got a mule with distemper. What'd ye give that one of yours when he had it?"

"Turpentine. Giddap."

A week later they met again.

"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too. Giddap."—Montreal Gazette.

A "Caterpillar" will never pack the bottom of the furrow

The "Caterpillar" Tractors ride on *unplowed ground*. They ride an even keel, without faltering, without slipping, without strain on nerves or machine. The long "Caterpillar" tracks grip in soft soil, wet soil, any kind of soil. Straight, clean furrows behind the "Caterpillar" that steers at a touch and "swings on its heel" close up to the fence. "Caterpillar" Traction and "Caterpillar" power will make a better, quicker and cheaper job of Fall plowing.

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Settled

Macfarlane and Hoolan were travelling together in the backwooods of America, and at one stage of their wild career they took a trip in an old-fashioned coach.

"Just like the good old times," said Macfarlane, settling down in his corner for the night.

Patrick said nothing. He was already asleep.

The coach rumbled on peacefully, when suddenly the dreamers were awakened by cries from the driver. Looking out the window, Macfarlane's face came in direct contact with the unsympathetic eye of a highwayman and the muzzle of a long revolver.

"Hands up!" exclaimed the robber. In a second all the travellers had their hands well above their heads, with the exception of Macfarlane, who was unloading his pockets.

"Hoolan," he whispered, pressing some money into his friend's pockets, "Here's that sovereign I borrowed yesterday!"

What!—The Englishman started at the weird scream from out of the black night.

"What was that?" he gasped.

"An owl," was the reply.

"Yes, I know. But what was 'owling?"—Prince Albert Herald.

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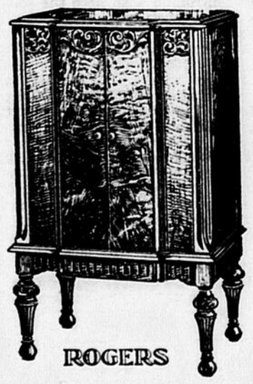

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The book is on sale at the DEPARTMENT OF ROADS, QUEBEC; at its BRANCH OFFICE, NEW COURT HOUSE, MONTREAL, and at leading book-stores in Montreal and Quebec.

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THE BRUPBACHER SILK MILLS AT VALLEYFIELD

Most Modern Silk Mill in America Will Manufacture Only Pure Silk—Silk Yarn Will be Imported From Japan and China

It is interesting to know and a credit to Canadian workmen what Canadians can do in the way of building industries. On the 26th May 1930, ground was broken at Valleyfield for the erection of The Brupbacher Silk Mills Limited, and three months later, the 26th August 1930, the first spinners were in operation in the throwing department.

The silk mill is somewhat different to others that have been built in this country. This plant is built in a U-shape covering some 80,000 square feet known as buildings No. 1, 2 and 3.

Building No. 3 is equipped with a complete throwing unit to supply the weaving department.

Building No. 2: Office administration, testing rooms, stock-room, first-aid room and cafeteria for the workers.

Building No. 1: Warping, weaving, shipping and cloth examining rooms.

Re: Employment

There will be about 200 people employed in this mill, 125 female and 75 male help all recruited from Valleyfield or surrounding district, which will mean a payroll of about $350,000 annually.

The French-Canadian help is very adaptable to textile work. The company has received a large number of enquiries from Canadians who are now working in the United States wanting to return; some of them are old residents of Valleyfield who had left on account of lack of work and who have found employment in mills mostly around New England. Brupbacher, of course, have had to bring in a few experts from the States to train this help.

This mill is the only one of its kind in Canada which is a complete automatic unit. No expense has been spared in installing the latest machinery to complete this unit and to assure best light and accommodation for the workers, and so arranged that as little artificial light as possible will have to be used during the day. All equipment that could be supplied by Canadians has been purchased in Canada for this mill, and only equipment that was not made here was imported.

This mill will produce real silk articles such as Crepe Chiffon, Crepe Georgette, Flat Crepe, Canton Crepe and Crepe Satin, and will be distributed from coast to coast, through The Brupbacher Silk Mills Ltd. own selling organization which have offices in Toronto, Montreal and Vancouver to the large cutters-up, jobbers and large department stores, and will be sold under the brand of "Best Silks Made."

This domestic mill completes the wheel of the Brupbacher organization as they are big distributors of French, Swiss and American silks and velvets, and are known from coast to coast as one of the foremost silk people in the Dominion of Canada.

On being interviewed they state it is not many years back that they tried to introduce crepe de chine in this market, which they had a very difficult time as the people were used to yarn dyed articles and piece dyed was only coming in then, which crepe de chine was one of the first article. The dress manufacturers used to complain that they could not get their workers to work on the article, which is today one of the leading dress materials that is being used.

They also were one of the first to introduce artificial silk in this market after the war, when real silk was so high and gave room to a substitute. But they maintain today owing to the low cost of raw material and extreme values created by economical and efficient mass production, they can supply today real silk at such values that it is within the reach of the masses, and no substitute is necessary except for those who want to use it in place of cotton.

Information on Throwing

All silk yarn that will be used will be imported from China and Japan and the throwing department is an essential unit of silk weaving because in the state the yarn comes it cannot be used for weaving. It first has to be thrown, or in common word twisted so many times to the inch, it depends on what class of article it is going to be used for. For example georgette needs more twist than flat crepe, and to assure a good finished product the throwing of silk is very important. In the United States which are today the biggest producers of broad silks, which is the term used for class of silk we are going to manufacture, the throwing is a separate industry the same as the weaving and the dyeing, and they have in the States large commission throsters who throw the silk for the different weavers. In Canada commission throwing is very limited, and most silk weavers have to establish their own throwing department; there is none so complete as the Brupbacher Silk Mills Ltd. in Valleyfield.

The board of directors of the Brupbacher Silk Mills Limited is made out as follows: Messrs. E. W. Brupbacher, President and General Manager; J. L. Hodges, Vice-President; H. H. Haydon, Sec.-Treasurer; R. O. Sweezey, Director; E. Muelberger Director.

This board represents technical merchandising and financial experience.

Application of Electric Power

About a month and a half ago great excitement and speculation was produced by the announcement that an airship, the R-100, had set out from England for our local airport at St. Hubert; perhaps without disparagement to our readers, it would be interesting to touch on some of the preparations for its reception, particularly those in connection with the electrical installation and the part therein borne by the St. Hubert Electric Company, a subsidiary owned and operated by our own local company, the Beauharnois Electric Company, Limited, distributors of Shawinigan Power.

In order to bring out the preparations that are necessary to such an undertaking, and which are generally not appreciated, negotiations for the supply of power for the airport were opened prior to May 1928 and were consummated in July. At this time but 10 K. V. A. were supplied as a temporary measure over aerial lines, during construction of buildings, for general lighting, heating and small power; later the permanent supply was installed, the primary object being to adequately supply power requirements at the mooring past; for a distance of 2100 feet from the structure it was decreed that no supply wires should be above ground, obviously for reasons of safety. This necessitated the rearrangement of the existing electrical system in this neighborhood; consequently a new sub-station site was purchased and equipped with the latest safety devices; the transforming capacity was increased and in short such steps were taken as resulted in superior standard of service. The burying of the supply cables above mentioned entailed a similar condition from the mooring mast across the airport, 2900 feet, to continue the electrical service existing on that side.

The following are the approximate amounts of power connected to the airport and their application:—

Mooring mast 3 85-H.P. Motors
1 17-H.P. Motor
1 5½-H.P. Motor
Pump House 55 H.P.
Lighting Load over 25 K.W.

The officials of the company awaited with confidence, slightly tinged with anxiety, the arrival of the R-100, which was in the space of a few minutes to put to the test arrangements and planning that had occupied intermittently the organization of the Beauharnois Electric Company Limited for over a year.

The greatest source of danger lies in the fact that as the dirigible approaches near to the mooring mast she descends in a dive directed at its head, at the same time letting drop two or more steel cables, approximately 300 feet in length, and herein is the hazard for should she miss being tethered and connected thereby, to the powerful electrically operated winch, located in the base of the mast, these steel cables which cannot be immediately be taken up again, would drag due to the speed of the ship, and in all likelihood foul the aerial electrical system outside the limits set down above and cause great damage. It was therefore necessary to have an organization of responsible and trained personnel in attendance and operators at strategic points to operate switches, so that should such an emergency arise, the lines would be de-energized. However, as everyone is doubtless aware, the mooring operations were perfectly executed in the first instance to the great satisfaction of all concerned.

An item of general interest and particularly to the Company is a letter received from the commander of the R-100, bearing testimony and appreciation for the arrangements and service given by the company and its employees during the mooring and subsequent operations.

Tropical Everglades.

The Florida Everglades, with their orchids and gumbo-limbo trees, are the only tropical region within the continental United tates.

Friend of the Camel

Professor (in engineering class)—"What's a dry dock?"

Student—"A physician who won't give out prescriptions."—(Drexerid).

The coastal subsidence first noted by Vancouver has continued for over 135 years. Slowly, but surely, the sea has encroached on its shores with the result that during this time a considerable land area has been submerged. While walking along the beach of Montague Island, in Prince William Sound, the writer was surprised to find tree stumps and even dead trees standing well out beyond the present high-tide line. At low-tide one encounters a veritable forest of tree stumps in some of the bays of this island. Noting a particular sponginess of the beach in one place, he made an examination which disclosed an interesting condition. For a distance of over 100 feet out from the present high-tide line, it was found that the shallow beach gravel was underlain with a deep deposit of peat. Clearly the sea is subsiding here, and with the luxuriant forest growth it supports is slowly being buried beneath the cold waters of the North Pacific.

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This *New* Magic Cook Book contains more than 200 tested recipes. Your copy is all ready for mailing. Send for it.

Keep a copy of the New Magic Cook Book handy and you'll never have to worry about *what to serve.*

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**This fact was revealed in a recent Dominion-wide investigation*

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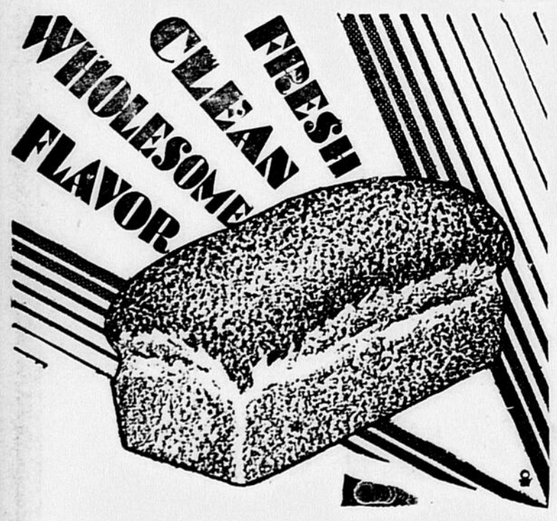

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Incorporated in 1852

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Water - Power

DEVELOPMENT IN QUEBEC

The water power industry became firmly established in Quebec during the first decade of the present century, and since that time the multiplication of devices designed to accelerate production and eliminate physical labor has rapidly and progressively increased the demand for energy. The absence of indigenous coal supplies in Quebec, coupled with its ample and well-distributed water power resources, has thrown the energy demand upon hydro-electric developments, and the fact that these have proved able to produce dependable power at low cost has stimulated the demand for power and accelerated water power progress.

Estimated Capacity 13,064,000 h. p.

The known water powers of Quebec are estimated to have a capacity of 8,459,000 horsepower ordinarily available throughout the year for 24 hours per day, whilst the 24-hour power ordinarily available for six months of the year is estimated at 13,064,000 horsepower. These resources will, under ordinary operating conditions, permit a turbine installation of nearly seventeen million horsepower. The present installation amounts to over 2,600,000 horsepower, which represents only 14 per cent of Quebec's present recorded water power resources.

208,000 h. p. added during 1929

New plants and extensions to existing plants actually placed in operation during 1929 added more than 208,000 horsepower to Quebec's hydro-electric installation; this additional capacity being mainly found in the plant of the Montreal Island Power Company on des Prairies River near Montreal, and in additional units installed at the plants already in operation at Shawinigan, Paugan, Farmers, Chelsea and Bryson.

1930 Projects

Among other projects in Quebec during 1930, are plants which shall total over 200,000 horsepower; and we now welcome the

BEAUHARNOIS POWER SCHEME

with an ultimate development of

2,000,000 horsepower

Department of Lands and Forests of Quebec

Hon. Honoré Mercier, Minister

"The Shining Talent"

"Dreadful!" She shuddered. "Poor baby. There, Rita. Don't cry, sweetheart. Daddy isn't going to talk that way any more."

Bob patted his daughter's tousled hair. His eyes were wet, and his voice unsteady.

"There, there," he soothed. "It's all right, Rita. Daddy's not going to hurt, his baby. Everything's going to be all right."

He averted his gaze from Molly's.

"We're not in any shape to go over this now," he said. "I'll get in touch with you by and by. You won't mind if I phone for an appointment later? Will you come to the door with daddy, Rita? Poor little girl. I'm sorry I made you cry."

He took her in his arms."

"Goodby, Molly. It's a ghastly mess. I'm sorrier than I can say. But there must be some way out. I want to do the right thing. You believe that, I hope?"

She nodded miserably.

"Yes, Bob. Your technique's tough that's all." She smiled through her tears. "You and I, both—we've a perfect genius for doing the wrong thing."

"It will come out all right," he insisted. "It's just that I love you, Molly, and you don't give a darn about me. Love's like an illness. People get over it—only, instead of feeling better, one feels worse."

"I couldn't feel any worse myself" she told him. "I don't see how you could either. Whatever happens, Bob, I reckon we've got to start feeling better pretty quick."

When he had gone, Molly went to her room to repair the ravages of her latest conflict. To please Rita she changed her dark dress for a negligee of hyacinth crepe. They would spend the day in the house. That would be safest. It would be impossible to avoid reporters and photographers, if they should go out together.

The negligee, worn as a special favor to Rita, was a lovely thing, with a train that hung from Molly's shoulders and trailed the carpet like the royal robe of a princess in a fairy tale. The flowing sleeves were weighted with ostrich feathers the color of Chinese vermilion. Her little slippers were orange. When Rita was smaller, Molly used to read her a poem called "The Hushaby Lady from Rockaby Street." Now Rita, when Molly wore her hyacinth negligee, called her The Hushaby Lady. Molly thought the name was charming, and wore her lovely robe frequently for the very joy of hearing Rita cry, "Oh, see the Hushaby Lady!"

She changed leisurely, and then went to the nursery. Marie was sitting by the window, sewing.

"Where's Rita?" she asked.

Marie sprang to her feet.

"Why, I thought she was with you Miss Burnham. Natsu told me Mr. Newton was here, and that Rita was with you."

"But Mr. Newton has been gone half an hour. Where's Natsu?" Molly rushed into the hall. "Natsu! Natsu' Have you seen Rita?"

The butler's yellow skin grew pale.

"She left the house, my lady, with her father. I supposed you knew."

"Oh, my heavens! Get Mr. Flynn on the phone immediately. And call a taxi for me."

Molly was tearing at the fastenings on her hyacinth gown. Before the butler had Red on the line, she had changed into street clothes. She snatched the telephone from Natsu's hands.

"Red, Bob's taken Rita away with him! Half an hour ago. No, I don't know where he's gone. No. No, I tell you! I don't know anything at all about it. I've just missed her. I thought she was with Marie. Oh, what shall I do? Yes. Yes. I am calm."

She hung up the receiver.

"Mr. Flynn says I must be calm. Natsu," she told him. "Calm!"

She laughed hysterically.

"Don't, Miss Burnham," cried Marie. "You musn't take on that way!"

CHAPTER XLVIII

Red had promised to come immediately. Molly paced up and down the hall, wringing her hands. Sometimes she pressed her fingers to her lips, to stifle the screams that were in her throat.

"Oh, God," she prayed, "don't let him keep her."

When the bell rang, she rushed past Natsu, to open the door herself. To he urtter amazement, it was not Red—but Jack—whom she admitted.

"I've read Ashes of Desire," he announced surprisingly.

And, stepping in, he closed the door behind him.

"You've what?" she cried.

"Read Ashes of Desire," he repeated patiently. "Your book. I never read it before, Molly."

She stared at him.

"I don't know what you're talking about," she told him foolishly. "Rita has gone, Jack. Bob's taken her away. What shall I do?"

"Rita?" he repeated. "I didn't come to talk about Rita."

Natsu and Marie had disappeared, and the two were alone. Simply, as though he had done it only yesterday, Jack put out his arms. And straightway, like a child, Molly nestled in their circle.

"Dearest!"

He held her closely, as though he could never let her go.

"I don't understand," she murmured. "Did Red send you? Do you know about Rita?"

He shook his head.

"No, darling. I went back to New York, when I learned you had left town. I didn't ever want to see you, nor hear of you again. Red Flynn had sent me Ashes of Desire. I never meant to read it. I meant to return it to him. But last night—oh, Molly, it was an awful night! It poured and poured, and the wind howled. I tried to get you out of my mind. I didn't want to think about you. I darn near went crazy, trying to forget you. Then I picked up your book, and I glanced through it.

"Molly! I hadn't read a dozen pages, when I realized! You wrote that book for me, didn't you?"

He raised her head from his shoulder, and putting his fingers beneath her chin, tilted her head back, so that he might see her eyes.

"Tell me, dearest! Tell me you wrote it for me."

"Of course I wrote it for you, Jack."

"And those fool reporters thought it was for Bob Newton!" He laughed shortly. "I don't understand, sweetheart. You weren't really engaged to Bob, were you?"

"Yes," she admitted. "I mean no. That is . . . oh, Jack, he's taken Rita!"

"I don't understand," he repeated.

"Neither do I," she confessed. "It's awfully mixed up, isn't it? I love you Jack."

"Oh, darling I know you do. It's the most wonderful thing in the world. And, Molly, I never stopped loving you, sweetheart."

"But you wouldn't marry me!" she moaned.

"I was just a darn fool," he declared. "Let's get married today."

"Oh, dear!" she cried. "If I only had Rita, I'd be the happiest girl in the world."

"I'll get Rita for you," he promised. "I'll do anything in the world you want me to, Molly."

"But you can't get Rita," she wailed, "because she belongs to Bob, and he won't let me have her, unless I marry him."

"So that's it! That's why you got yourself engaged to Bob?"

"You wouldn't marry me," she said. "And I didn't want to marry anyone else, so it didn't make much difference."

He kissed her hair the way he used to.

"You're cuckoo," he told her tenderly. "You may be a bright young woman on Broadway, but you're only a little nut after all."

"Come in my sitting room," she proposed. "Red will be here any minute. I'm afraid he'll think I'm fickle, if you don't stop kissing me. Last time I saw him, I was engaged to Bob . . Oh, dear, if I only knew about Rita! There are about a million things I want to ask you Jack Wells."

"What sort of things?" he asked.

"Oh, that dreadful Mrs. Bulwer-Eaton for one."

"Molly, you didn't believe that drivel!" He regarded her sternly.

"No," she said, "of course I didn't. But you've a lot of explaining to do, just the same."

"Well, she was rich as old lady Croesus," he declared, "and I was a poor young man, trying to get along. Besides, I did some swell houses for her. I got paid pretty well for my time, of course."

"That's as it should be," she decreed. "You didn't ever kiss her, Jack?"

"No! Whatever made you think of a thing like that?"

"Oh, I didn't really think so," she assured him. "I just wanted to be sure. I'd hate to have had you kiss her. It was bad enough the way you held her hand the night Sacrifice opened."

"I didn't!" he protested, flushing. "Honest, Molly, I never did a thing but draw plans for the old lady, and pick up a lot of Italian antiques."

"I know," she whispered. "And it wasn't the darling's fault, if the silly creature went and fell in love with him."

"Gosh, she didn't do that, Molly. Don't talk that way. She's a great old scout. Honest she is. I told her all about you, and she's awfully anxious to meet you. We ought to be pretty grateful to her at that, honey. If it wasn't for her commission, I couldn't have bought the little gift I got for you."

From his pocket he drew seven small white boxes.

"Wait a minute, until I get them in order. I'll bet you no other girl ever had an engagement ring like this before. Here you are—here's D."

"A diamond circlet!" she cried. "Oh, Jack, that's beautiful! It's like a little wedding ring."

"Put it on," he ordered. "Now wait a minute. I'm just starting. Here's E."

"Emeralds! Two rings, Jack?"

"Seven," he corrected gravely. "Amethysts for A. Rubies for R. More emeralds for E. Sapphires for S. And turquoise for T. What does that spell, sweetheart?"

"Dearest!" she cried. "Oh, Jack! Jack, you angel, did you think of that yourself?"

"All by myself," he admitted modestly. "Can you get them all under your knuckle?"

"They just go," she proclaimed, slipping the turquoise circlet over the sapphires. "My dear, it's the loveliest engagement ring a girl ever had!"

Soft-footed Natsu stood at the door.

"Mr. Flynn," he announced.

"Oh, heavens!" she cried, "I'd forgotten all about Rita! That's how much I love you, Jack Wells."

She greeted Red hysterically.

"Look! I'm engaged! See my ring. Oh, Red, I'm so happy! I mean I'm so miserable. What do you suppose Bob's going to do with Rita?"

Red took her left hand, and contemplated the seven little sparkling rings.

"They spell DEAREST," she explained. "Jack thought of it himself."

"Darn clever," approved Red. "So your'e engaged to Jack tonight?"

"Oh, it's forever this time," she assured him. "You know yourself, Red, I never loved anybody else but him."

Red shook hands with Jack, and kissed Molly.

"I'm glad," he told them simply. "This is the first sensible thing you have done in a long time, Molly. I suppose you've counted the cost?"

"I'm Jack's sweetheart," she declared demurely. "I'm not a mathematician."

"But you know Bob will keep Rita."

"I know." Her eyes filled with tears. "But I guess Jack and I might have a little girl of our own. Of course she wouldn't be like Rita. But she might be nice, don't you think, so?"

"Hello! What's this?"

Red had strolled to the window, and was looking down the street.

"Isn't that Rita running along the sidewalk? She just left that taxi on the corner."

Molly flew to the window.

"It is!" she cried.

She threw the window open, and leaned out.

"Rita! Rita!"

The child looked up and waved.

"Hello, mama!"

Natsu must have seen her first, since he was on the doorstep waiting. It was he who carried Rita triumphantly into the house, and up the stairs to Molly.

"Where did you come from, sweetheart?"

"Daddy's going away," explained Rita carefully, "where little girls can't go. It's on a big ship. And he said would you take me for your little girl. He wrote a letter, and I have it pinned with a big safety pin. Daddy pinned it himself, so I could not lose it."

She unclasped the pin, and held an envelope to Molly. Molly took the paper out, and read aloud:

"I am going away. Will you keep Rita until I come back? It may be for a year, and may be forever. When I took her away to-day, I meant to keep her with me. I guess all I need say is that I changed my mind. I am going to Australia. I reckon that's the farthest place away there is. I hope you will be married and happy, when I come back. Maybe then we could be friends, and you wouldn't have to hate me. Goodby, and God bless you."

Red cleared his throat.

"The poor sap," he said, and his voice was very gentle. "He's not such a bad egg after all."

"I'm hungry," announced Rita practically. "Daddy and I didn't have anything to eat, not anywhere."

"I'll get her something," offered Red. "I haven't eaten myself yet. Want to come out, Rita? I'll buy you some ice cream."

"Oh, goody!"

She smiled beatifically. "Daddy said I'd feel better by and by. I guess maybe he knew you was going to buy me some ice cream, Uncle Red. I was crying like everything, but he said little girls always felt better by and by. Is this by and by, mama?"

Molly smiled mistily. "I think it must be, dear."

When Red had gone, and taken Rita with him, she went to her desk, and took out a copy of Ashes of Desire.

Putting it in Jack's hands, she said, "This one is yours. I had it bound for you. But I didn't think I would ever give it to you.

"Did you ever read about how Rossetti, when his wife died, buried his poems with her? Years afterward his friends persuaded him to have his earlier verse published. But his loveliest things were in the grave. In the casket with his wife. Then his friends convinced him that he should have the grave opened—and the casket. And that he should take the beautiful verses that had never been published away from his dead wife's possession. So Rossetti did as they urged.

"But, when the grave was opened, it was discovered that his wife's hair had grown around the little manuscript in her hands. She had long golden hair, and it had become loosened, and had fallen down over her shoulders. To take the verses away, they had to cut the strands that had twined themselves about the verses.

"Rossetti's friends did not tell him that, and the verses were published. They made Rossetti famous. But his success was tinged with melancholy.

"Years later someone told him the story of the way his wife's hair had grown around his poems. Then Rossetti went insane."

Molly paused.

"That's an awful creepy story," declared Jack.

"Yes. I know it is. Well, I dreamed last week that I died, and they buried this book with me, and my hair started to grow, and grow . . ."

"Stop it!" he cried. "Gosh, Molly you make my blood run cold!"

"But it's so strange," she persisted. "I want you to know. I won't tell you the rest of the dream, if you don't want me to. Only this part of it, dear. I woke up, and I was very frightened. It seemed so real. And I went to the desk, to see if this book of yours was still there. It was the one that I had been dreaming about. Look, dear. It says in the front, in little gold letters, 'For My Sweetheart."

"I opened the drawer, and there it was, exactly where I left it. I opened it and began to write on the first page. The words came simply and naturally. I wrote without any hesitation. When I finished, I read over what I had written, and it seemed to me one of the most beautiful things in the world."

She turned the page.

"Let me read it aloud, sweetheart. 'Nothing is sweeter than love; nothing stronger; nothing higher, nothing broader, nothing more pleasant, nothing fuller, or better in heaven or on earth, for love is born of God, and can rest only in God above all things created.'"

She hesitated.

"Do you remember, Jack, that night at college—the night before Rita's wedding—when we were out on the lake, and I told you that I thought I was psychic!"

He nodded.

"Now I know I am," she exulted.

She moved toward the circle of his arms, and her hair caught the glint of the sun as it slanted through the window, so that it glowed like a halo. And there was a sort of luminosity about her, like a mystic light.

"That passage," she said, "is from 'The Imitation of Christ.' I looked it up next day. I never read 'The Imitation of Christ' in my life."

"But I don't understand," he murmured.

"Neither do I. Love," she told him softly, "is beyond all understanding."

THE END.

BENEFIT

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Promotes good health when used regularly after every meal.

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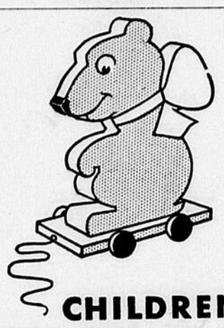
AFTER EVERY MEAL



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DEATHS – BIRTHS MARRIAGES

We are willing to insert notices of deaths, births and marriages in the Gleaner free of charge but it must be clearly understood such notices must come to the Gleaner in writing. It is also important that the party sending the notice affix his or her signature to the copy.

The Huntingdon Gleaner Inc

The Huntingdon Gleaner is published every Wednesday by the Huntingdon Gleaner Inc., in the Brown Building, Chateauguay St., Huntingdon. Que.

HOW DO YOU STAND?

Check up on your health. Have you any balance in the Bank of Vitality—any reserves of strength to draw upon? Replenishment must come through easily digested foods that supply strength. Build up reserves by eating Shredded Wheat with plenty of milk. It supplies all the elements you need. Try it for breakfast and see how much better you feel.

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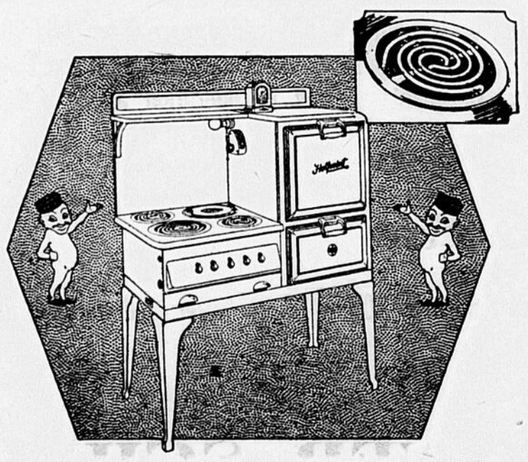

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A Historical Writer Was He

The man who established the Huntingdon Gleaner in September 1863, arrived in Huntingdon when but a young fellow of 22 years. The population in and about Huntingdon was not as it is today. The population was neither English, Irish or French but was practically speaking, wholly Scotch. During the many years of labor in this virgin territory Robert Sellar decided to write a history of this district. Although he had been collecting data for many years, it was not until 1888 that the History of the Counties of Beauharnois, Chateauguay and Huntingdon which now comprise the District of Beauharnois was printed. The volume is of untold historic value, and each year these books become more scarce and valuable. The very limited supply presently on hand are offered for sale at $10. each.

Story and History Combined

Besides the History of this District the founder of the Gleaner found sufficient information on which to write a collection of short stories. These stories were assembled, and along with his tale of the American war called "Hemlock," they were published in book form. This book is one that might well be read by every boy and girl in this district, for it will enlighten them, as none of the school books do, about the territory in which they live and receive their education. The price of this combined volume is $2.00.

The True Makers of Canada which tells of the founding of Toronto sells for $1.25.

The only other writing of the late Robert Sellar still on the market is "MORVEN." The true U. E. Loyalist who came to Glengarry form the basis of this historical volume. Price $1.00.

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Department of Agriculture
QUEBEC

A little more than a year ago, Hon. J. L. Perron, on leaving the department of Highways to head the department of Agriculture, decided on an agricultural programme based on the present needs of the province of Quebec and placed its execution under three principal services namely: animal husbandry, rural economy and horticulture, under the direct control of his deputy minister, Mr. Antonio Grenier; and the supervision of Mr. L. P. Roy.

It would be impossible in a few pages of this publication to describe the important and numerous spheres of activity of the farming industry and only a short review of the work already accomplished may be made.

Animal Husbandry

That industry and especially the dairy industry are the bases of our agricultural progress, but to make them profitable it is important for the farmer to take all possible means of decreasing the cost of production while increasing the quality of the output. In this respect the propagandists of the department of Agriculture have accomplished an enormous task, and as a result, the control of the industry has been extended as suggested much more than in the past. Numerous control competitions, production competitions, laying competitions have taken place. To stimulate the ambition of young and older farmers, clubs of young calf breeders and sheep have been organized by the agronomists and the propagandists.

Agricultural exhibitions received encouragement with liberal grants being awarded and the general motto circulating amongst the farmers has been: "Get down to an average production of 6,000 pounds of milk per year," while up to that time the average production per cow, each year, reached about 3,700 pounds of milk. A large number of breeders took advantage of this movement and were able to improve their stock by controlling the milk production and increasing it.

Today the movement is created and the example of progressive breeders has attracted others with the result that the day is in sight when the dairy production will be doubled.

Formerly neglected by the farmers the breeding of sheep has been placed on a paying basis through the improvement in the quality of the lambs and of the wool. The sheep exhibition held in Montreal for the first time in the fall of 1929, has been a most encouraging success. This exhibition helped, not only in stimulating the production of first class marketable sheep but also induced the city population to consume more mutton and lamb.

The fight declared against bovine tuberculosis was increased by the creation of new closed zones. The province now has the largest closed zone in Canada, which includes even the city of Montreal and the surrounding district. In that zone alone 250,000 cattle heads are known to be immune from tuberculosis. Recently again another vast zone was created in the Lake St-John district comprising a large number of parishes where breeding is carried out on a large scale.

Aviculture has not been neglected and a further move was made by the province in connection with artificial incubation through the adoption of a system of co-operative incubation. In that case also the motto given to farmers was "one hundred hens per farm." And this is the object in view. At present the importation of eggs and hens in this province reached in value $12,000,000, while by developing our aviculture we could keep this money here. The fight against white diarrhea, which has become a real plague has been carried on with great success so that very soon we believe this plague will cease to exist.

Rural Economy

The demonstration farms, which are after all real practical agricultural schools, and which fall under the service known as rural economy, now number 43 and several new ones will be organized between now and January 1931.

Several competitions held on those farms in 1930 have brought very satisfactory results. In each case between 40 to 50 farmers took part.

The draining of the soil has been developed in several regions due to the generous grants of the department of Agriculture. At present draining is in progress at Riviere aux Chiens, at Ste-Therese, Terrebonne county, with the object of bringing back fertility to a large area of land.

At that point the department instead of giving a grant has placed at the disposal of those interested, free of charge, a powerful excavating machine with a mechanic in charge. It is expected to be able to execute the work by that system at about half, $50,000, the cost, if the work was done by hand.

Co-operation has been increased and new co-operatives created in various parts of the province. The most recent are those of St-Raymond, Portneuf, Lachevrotière, Lac au Sable, St-Guillaume, etc. etc. These organizations were especially formed to look after the purchase of chemical fertilizers, seed grain, insecticides and the sale of various products such as potatoes, fowls, maple sugar, etc.

To popularize the use of lime and fertilizers, this service has organized, in co-operation with the Canadian National Railways, a demonstration train composed of four cars, which is now going through the counties of Compton, Sherbrooke, Richmond, Megantic, Richelieu, Nicolet, Drummond, Bagot, St-Hyacinthe, Yamaska and Verchères. The farmers take to that train samples of their soil, which are analyzed immediately by experts, who advise on the apparent faults of the soil submitted as well as the most practical means of improving the conditions through lime and chemical fertilizers.

Handicraft has been the object of much attention from Hon. Mr. Perron and one of the most interesting and constructive work accomplished by the minister is the creation of Provincial school of domestic arts, which extended its courses during the summer to a large number of teaching sisters and others devoted to the teaching profession.

A bureau of provincial statistics has also been organized by the Rural Economy service, which is now in a position to supply all the necessary information to help in directing the agricultural profession.

Horticulture

That branch of the department of Agriculture, one of the oldest, has considerably increased its activities and has contributed through its good work in improving the horticultural and fruit production and in perfecting the canning industry. Due to its soil and its climate the province of Quebec is greatly favored in regard to the production of small fruits and vegetables. In addition, labor is easy to obtain, transportation facilities are numerous and of all varieties and also there is a good market for this production. While in the past we used to import thousands of carloads of vegetables and hundreds of carloads of potatoes and thousands of carloads of beans, now through an intensified production, we have been able to correct more and more a situation, which was certainly very disadvantageous. The farmer has been educated in that sense and he has been induced to take more interest in the cultivation of fruits, vegetables and to go himself into the canning industry along the best scientifical methods.

The object of the horticultural service is first, to deal with the deficits which may exist in our production so as to meet the requirements for the home consumption, and after this object will have been reached, to develop horticulture so as to have our share of the outside market.

To attain that result the number of commercial and industrial centers have been increased. Not only has the education of the young and older producer been given more instruction in regard to means of improving culture, the disposing of the production, but the consumers have been made aware of the various productions of the soil. The producers have been organized as much as possible in co-operatives, which look after the purchasing and the selling.

In all those initiatives the department of Agriculture has met with goodwill and co-operation of the agricultural class, which has shown itself anxious to improve its lot. What has been accomplished in one year in the various branches of the department brings us great hopes for the agricultural future of the province of Quebec.

The Province of Quebec

Thrifty Progressive Prosperous

Immensely rich in her resources, to be retained and developed in Canada's best interests.

FORESTS:– Quebec's virgin forest resources are great wealth for the province, not only in revenue for stumpage dues, sale of timber, etc., but as the mainstay of the healthy pulp and paper industry, a source of substantial prosperity throughout the province. Value of forestry products for 1928 was $52,630,648.

Of the 110 pulp and paper mills in Canada, 50 are in the Province of Quebec. For 1927, of the $537,731,225 invested in this industry, $340,528,444 was invested in Quebec Province. For 1928, of the $685,687,359 invested in pulp and paper mills in Canada, $37 6,351,076 was invested in this Province.

Quebec is the leading producer both of wood pulp and paper in the Dominion. In 1928 the production of paper was 1,628,872 tons and of wood pulp 2,018,566 tons. The industry is still expanding in Quebec.

MINERALS:– Value of Quebec's mineral production for 1928 was $37,023,645 and for 1929, $46,454,820; recording a proportional increase of 25 per cent over the preceding year.

The mineral possibilities of Quebec are enormous. Whilst noted chiefly for its non-metallic substances–asbestos (Quebec producing 80 per cent of the world's total production), mica, feldspar, magnesite, graphite, marble and ornamental stone–with the discovery and development of the copper gold deposits in Rouyn, Northern Quebec, it is apparent that Quebec's metallic ore possibilities hold a great future.

Mining laws in Quebec are very liberal and favor the prospector.

AGRICULTURE:– Revenue from agriculture in 1927 approximated $277,050,000; in 1929 the approximate revenue was $320,422,000. Mixed farming is highly developed, with dairy products, next to field crops, the most important branch. Some 1928 production values were as follows: Field crops, $130,363,000; dairy products $78,000,000; poultry and eggs, $16,180,000; fruits and vegetables, $7,577,000; maple products, $3,604,000; tobacco, $978,110; oats (included in field crops), $30,973,000.

The same products were valued and showed the following increase for 1929 as follows: Field crops, $153,664,000; dairy products, $90,000,000; poultry and eggs, $16,089,000; fruits and vegetables, $7,974,000; maple products, $4,767,000; tobacco, $1,210,-000; oats (included in field crops), $36,081,000.

WATER POWER:– Quebec has been abundantly blessed with water power. The estimated value for maximum development (the largest of any Canadian province) is 13,072,549 h.p. Present turbine installation is over 2,600,000 h.p. (January 1st, 1930), indicating an increase of over 500,000 h.p. since January 1st, 1928. The Province of Quebec's far-seeing policy of the conservation of her water-power for home use has been instrumental in the investment of huge sums of outside capital both in hydro-electric developments and the establishment of industries for the use of the power.

MANUFACTURING:– Quebec's hydro-electric power is not only abundant but is the cheapest in Canada. This, plus strategic location in relation to markets, splendid water and railway transportation facilities, excellent labor, and availability of raw material, has been responsible for the province's solid and rapid growth industrially. Manufacturing industries in 1926 numbered 7,164, employing 180,660 and representing a capital investment of $1,216,975,958; in 1927 statistics show that manufacturing industries numbered 7,206, employed 196,094, and represented a capital investment of $1,376,654,019. The estimated revenue from manufacturing in 1927 is $990,582,995, compared with $905,300,824 in 1926.

TOURISTS:– Both summer and winter tourists find Quebec Province a place of great charm. Good hotels, varied scenery, good roads, winter sports, sensible well-regulated liquor laws, historic spots, have all combined to increase tourist traffic. It is estimated that motor tourists alone spent $61,000,000 in the province of Quebec in 1929.

FINANCIAL STATEMENT

As at June 30th, 1930

Approximate assessed value of taxable properties within the Province in 1930		$ 1,917,424,449
Gross funded debt	$ 76,735,291.00	
Less: Sinking fund	8,570,154.00	
Net funded Debt	68,165,137.00	
Value of Provincial Assets exceeds		600,000,000
Ordinary receipts for year ending June 30th	$ 43,585,140.83	
Ordinary expenditure for year ending June 30th, 1930	39,374,910.31	
Surplus of revenue	$ 4,210,230.52	

Out of this surplus, $1,000,000 has been carried to the Public Charities Fund, and $500,000 has been used to redeem part of the public debt.

The gross per capita debt amounts to only $26.53 as compared with an average gross per capita debt of all the Canadian Provinces of $78.12. The per capita expenditure during the year was lower than any other Province.

Area, 703,653 square miles - - - - - - - - Population 1929, 2,888,677.

MEMBERS OF CABINET

Premier, President of the Executive Council, Attorney-General and Minister of Municipal Affairs: Hon. L. A. Taschereau.

Minister of Lands and Forests: Hon. Honoré Mercier
Provincial Treasurer: Hon. A. R. McMaster
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Minister of Agriculture: Hon. J. L. Perron
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For further information write

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