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Sock Knitting.

The following note on How to finish off the toe of socks being knitted for the soldiers by the ladies of the Haldimand Sock Batt. will be of interest to the workers and satisfaction to the Committee in charge.

TOE—Divide the 60 stitches between the three needles 23 on each. 1st row—Knit together 1st and 2nd stitches on each needle. 2nd row—Knit together 2nd and 3rd stitches on each needle. 3rd row—Knit together 3rd and 4th stitches on each needle. And so on, beginning again with 1st and 2nd stitches after reaching the last stitches on each needle. Decrease to nine stitches. Draw wool through stitches, and darn in carefully.

County Council.

Continued from Page 4.
 Supply Committee be adopted as read.—Carried.
 Bradford-McAlpine—That the report of the Finance Committee be received and read.—Carried.
 February 18, 1916.
 To the Warden and Members of the County Council.
 We your Finance Committee beg to report that we have examined the following accounts and recommend the same for payment.
GENERAL ACCOUNT
 Children's Aid Society, Brantford, 30.05
 Grand River Sashem, printing, 41.20
 John C. Eccles, County Court Clerk, 4.00
 Newsome & Gilbert, stationery, 15.45
 W. J. Quinsey, exam. supplies, 4.70
 Hagersville Contracting Co., 33.75
 J. W. Slack, Hagersville, 38.28
 Erie Telephone Co., 13.24
 Ralph Currie, Cayuga, 29.00
 Stoney Shaupe, Dunnville, 9.50
 Geo. P. Brown, Hs. Ref. acct, 184.50
COUNTY ROADS ACCOUNTS
CONSTRUCTION
 Wm. Shirton Co., Dunnville, 78.30
 lumber
 Chas. Tobicoe, Hagersville, labor, 17.0
 W. Leng, R.R.1, Jarvis, board, 164.10
 Roy E. on R.R.1, Jarvis, e.m., 2.50
 Jas. Feeney, R.R.1, Jarvis, do, 76.00
 Jna. S. Waddell, Dunnville, 34.50
 A. B. Weir, Hagersville, labor, 7.25
 Fred Keefe, R.R.1, Jarvis, 3.00
 Orloff Easton, R.R.1, Jarvis, 18.80
 Hy Siddle, Dunnville, teaming, 7.55
 Tim Clifford, do, 60.00
 S. Fleming, R.R.1, Jarvis, 1 bor, 3.75
 W. H. Tregaskis, Neles Corners, pay to Jas. S. Hadder, Neles Corners, 11.15
 Hagersville Contracting Co., Hagersville Material, 107.34
 Hagersville Crushed Stone Co., Hagersville Material, 57.20
 Clerk 1st div. Cr., Caledonia, 3.00
 Fred Garber, Fisherville, lab., 26.10
 Mrs. Emma Dasher, Board, 43.57
 Jas. Cowan, Hagersville, labor, 101.11
 G. C. Fess, Selkirk, lumber, 5.00
 W. H. Wheeler, Selkirk, sand, 3.75
 F. Laidlaw, R.R.1, Jarvis, lab., 1.85
 G. Stanley, do, 6.75
 A. Osborne, do, 8.00
 C. Lambert, Dunnville, labor, 7.20
 Albert Lambert, do, 8.25
 Alec. Lambert, do, 12.25
 W. Overholt, do, 6.75
 E. Mike, Dunnville, labor, 89.00
 P. Duffy, do, 1.00
 W. Houston, R.R. Hagersville lab., 13.00
 B. A. Hoover, Selkirk, sand, 13.00
 Congdon & Marshall, Dunnville steel, 665.04
 Milo Gillip, Dunnville, tent, 15.00
 T. G. Scott, Dunnville, sup., 3.35
 Fred Hoover, R.R.2, Fisherville, cement, 95
 Dominion of Canada Guarantee Accident and Insurance Co., Toronto, Insurance, 147.49
 D. W. McBurney, Hagersville expenses, 16.00
MAINTENANCE
 S.S. Mootie, Dunnville, lumber, \$10.00
 Respectfully submitted,
 C. Ingles, Chairman,
 Anderson-Smelter—That the report of the Finance Committee be adopted as read.—Carried.

—Morgan-Buckner—That the report of the Building Committee be received and read.—Carried.
 To the Warden and Members of the County Council.
 Gentlemen—We your Building Committee have met and beg to report as follows:
 We have inspected the repairs on gas and in water mains and find the work well executed, and would refer the account of flags carried to the Finance Committee for payment.
 We would recommend that plans in hand be taken away with the same being abandoned in Mr. Campbell's office, also the extension in Mr. J. C. Eccles' office, and that Mr. Campbell be appointed to have the above changes made. All of which is respectfully submitted.
 J. G. Hart, Chairman.
 S. Manton-Smelter—That the report of the Building Committee be adopted as read.—Carried.
 S. Manton-Smelter—That the Warden and Clerk be authorized to sign and submit to the Minister of Public Works of the Province of Ontario, the petition of the Corporation of the County of Haldimand showing that during the period Jan. 1, 1915, to Dec. 31, 1915, there has been expended upon the County Highway System the sum of \$100,000 and requesting a return of the same that amount is provided by the act to aid in the improvement of public highways.—2.50 Carried.
 S. Manton-Smelter—That a bill be introduced in the Legislature of Ontario, to amend the act in relation to the County Treasurer to pay to the Canadian National Bank, the amount for the current year.—Carried.
 S. Manton-Smelter—That the by-law granting \$100,000 per month to the Canadian National Bank be read a second time.—Carried.
 S. Manton-Smelter—That the bill to authorize a payment of \$900,000 per month to the Canadian National Bank be read a second time, signed, passed and ordered a by-law as in the original motion.—Carried.
 S. Manton-Smelter—That a by-law be introduced making a grant of eight-tenths of one mill on the dollar on the equalized assessment of the County for the equipment of the 114th Overseas Haldimand Battalion on the understanding that the Commanding Officer of the Battalion and the expenditure to this Council and that the Warden with the mover and seconder be a Committee to set with the Commanding Officer in the matter and that the by-law be read a first time.—Carried.
 S. Manton-Smelter—That the bill to make a grant to the 114th Battalion be read a second time.—Carried.
 S. Manton-Smelter—That the by-law making a grant for the equipment of the 114th Overseas Battalion be read a third time, signed, passed and ordered a by-law as in the original motion.—Carried.
 S. Manton-Smelter—That the Clerk prepare a list by next meeting for this Council showing the names and number of auctioneers of the County.—Carried.
 S. Manton-Smelter—That the Warden and Clerk be a committee to investigate the accounts of the different High Schools.—Carried.
 S. Manton-Smelter—That we do now adjourn to meet again on March 14 at 10 a.m.—Carried.

SIR SAM HUGHES AND HIS WORK IN MILITIA DEPARTMENT

THE MAN AND HIS JOB

He Has Accomplished Wonder and Is Still At It

Sir Sam Has Abolished the War Canteen
 When General Sam Hughes was knighted by the King a few weeks ago, and became General Sir Sam Hughes, K.C.B., he only got what was coming to him. If there is anything to wonder at about it, it is that he wasn't given his golden spurs before.
 When Sir Sam Hughes addressed the Canadian Club of Ottawa a week or so ago, and gave them a sketch of the work done by the Militia Department of Canada in the war, and by the Canadian troops at the front, he gave much credit to others and too little for himself. But everybody knew whose work it was, just as King George did when he said "Arise, Sam" or words to that effect.
 Still Looks Ahead
 Everybody knows it. Even the enemies of the Minister of Militia—there has them—admit that to his tireless energy, his unremitting labor and extraordinary foresight, the military achievement of Canada is largely due. He has worked night and day; he has made other people's mistakes, which charge of his industry, because the one who never makes mistakes is who never does anything at all. He has made mistakes, it is true, but he has made them largely in the interests of the public. He has made mistakes in the past, but he has made them in the interests of the public. He has made mistakes in the past, but he has made them in the interests of the public.

is of course perfectly true that thousands of Canadians who have served for overseas service, have done so of their own free will, and of their own desire and determination for the safety of the Empire. It is equally true that they got their opportunity from Sir Sam Hughes. The Prime Minister's offer of a Canadian force, and the readiness of Canadians to enroll themselves in that force, could not have been given effect to, or without the practical ability of the Minister of Militia to set things in motion and keep them going. Another man in the office of Minister of Militia would have done some of it, but not all, nor nearly all. Sir Sam Hughes had advantages which fitted him peculiarly for the task entrusted to him. He is a born soldier. He is familiar with the book. He has seen active service. He has travelled over most of the ground in northern France and Belgium, where the western fighting has been done. He knew the sort of country it was, what sort of soldier the Germans were, and what sort of soldier the French were. He knew the British Tommy and the British Grenadier, knew the members of the British Government, or most of them, and what manner of men they were. He knew his own country like a book, and he knew his own countrymen, from one ocean to the other. In other words he knew the players and all about the game. Could there have been a better man to do what the Government said could not be done, to "improvise an army?"

How We got Shell Orders
 General Sir Sam talked to the Ottawa Canadian Club on "The War and Our Duty." He said that Canada had done well in her commercial duty and in her military duty. He said that Canadian manufacturers had risen to the occasion in the manufacture of munitions. Soon after the war began, the British Government asked him if he could secure 200,000 shells in the United States, and although the order was somewhat small he thought that Canadian establishment could carry out the work, not only to keep the factories going, but to do something in the way of providing work for Canadians at home. The manufacturers of the country were induced to take on the shell-making industry, and it received the hearty endorsement of the British Government. To-day they were producing in Canada tens of thousands of tons of steel. Open hearth steel was being used as the basis of the essential qualities of crucible steel. Canada was producing her own zinc, and for the first time in Canada trinitrotoluene was being made. Gun cotton was being manufactured, and in fact the entire shell, including the fuses, were being made in Canada to-day.
 Modest About Himself
 Sir Sam did not tell his audience what he might truthfully have done, that he was who persuaded the manufacturers to go into the making of shell, but he did point out the difficulties which were faced by the manufacturers themselves. These difficulties were by no means small. No one knew how long the war would last nor what the requirements in munitions would be. It was not till the last few months that they began to realize how necessary was the production of war munitions, and the manufacturers of Canada were ready to turn out whatever quantities the British Government asked them to produce. The Minister pointed out that shell orders were not issued by the Shell Committee on their own responsibility, but under direction of the War Office.
 Sir Sam briefly outlined the work of the first Canadian division. On the outbreak of war Canada had about 6,000 cadets in the country, and of the number 20,000 had done duty for King and country. He recalled the early

What a 25 p.c. Increase For Trainmen Would Mean in Wages

THE demands being made by organizations of railway train service employees on Western railways for a 25 per cent increase in wages, a demand which affects Canadian as well as the United States railways, would mean the disbursement of no less than \$100,000,000 a year. In order to acquaint the public with some of the facts in the case the Executive Committee of the Association of Western Railways has issued the following interesting statement:
TRAINMEN DEMAND A WAGE INCREASE OF \$100,000,000.
 The average yearly compensation of all engineers on the railroads of the United States in 1914 was \$1,771; of all conductors, \$1,533; of all firemen, \$1,087; of all trainmen, \$1,023. These employees number 309,000. The 1,231,000 other employees averaged a year.


WHAT A 25 PER CENT. WAGE INCREASE MEANS.
 For doing exactly the same work they now are and have been doing, railway engineers and trainmen are demanding a wage increase of \$100,000,000, or an average of over \$300 a year for each man. To give the same rate of increase to all railway employees would add over \$330,000,000 a year to the payrolls of the roads. That is nearly equal to all the net railway dividends paid in 1914, and more than those paid in 1913. One-third of the railway stock paid in no dividends in 1914.
TRAINMEN GET THEIR FULL SHARE.
 The railway engineers, firemen, conductors and brakemen who demand \$100,000,000 a year more pay for the same work constitute about 18 per cent of the total railway employees and now receive 28 per cent of the total wages paid.
 Back of the demand for 25 per cent. more pay for these highest paid employees is a thinly-veiled threat to stop every train in the country if the raise in pay is refused.
 Are the rights of other railway employees, the stockholders and the public not to be considered in this issue?
 Excepting engineers and firemen who collectively get the highest wages of all railway employees, those in other branches of train service are paid much more on the average than all other employees of the roads. On Western railroads the average yearly compensation of conductors in 1914 was \$1,533, and of other trainmen was \$1,023. The average wages on Western roads are slightly higher than on Eastern lines. The following figures, taken from actual payrolls of Eastern railroads in 1912 show the average hours on duty per day or trip for all trainmen, as follows:

Service	Conductors	Firemen and Baggage Masters	Brakemen
Through passenger	6.08	6.52	6.08
Local passenger	6.10	6.12	6.08
Suburban passenger	6.38	6.12	6.37
Fast freight	9.38	9.25	9.38
Slow freight	11.40	11.41	11.40
Local and Pick-up freight	12.04	12.01	12.04
Work and Wreck train	11.58	11.53	11.55

What the conductors and trainmen actually earned during the same year is shown in the following table:
CONDUCTORS.
 1,064 conductors (6.7 per cent.) earned less than \$1,000 a year.
 1,082 conductors (6.8 per cent.) earned from \$1,000 to \$1,100 a year.
 1,825 conductors (12 per cent.) earned from \$1,100 to \$1,200 a year.
 2,706 conductors (17.1 per cent.) earned from \$1,200 to \$1,300 a year.
 2,743 conductors (17.4 per cent.) earned from \$1,300 to \$1,400 a year.
 2,331 conductors (14.7 per cent.) earned from \$1,400 to \$1,500 a year.
 1,482 conductors (9.3 per cent.) earned from \$1,500 to \$1,600 a year.
 948 conductors (5.9 per cent.) earned \$1,600 to \$1,700 a year.
 646 conductors (4.1 per cent.) earned \$1,700 to \$1,800 a year.
 822 conductors (5.3 per cent.) earned over \$1,800 a year.
OTHER TRAINMEN.
 5,446 other trainmen (18.3 per cent.) earned from \$1,000 to \$1,100.
 2,394 other trainmen (11.8 per cent.) earned from \$1,100 to \$1,200.
 1,746 other trainmen (6 per cent.) earned from \$1,200 to \$1,300.
 578 other trainmen (2 per cent.) earned from \$1,300 to \$1,400.
 140 other trainmen (4.9 per cent.) earned from \$1,400 to \$1,500.
 13 other trainmen (.04 per cent.) earned from \$1,500 to \$1,600.
 1 earned \$1,798.
 Without expecting any chance whatever in their hours of service, the engineers, firemen and trainmen on all the railroads in this country and some in Canada, are demanding a wage increase of 25 per cent., amounting to \$100,000,000 a year.

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 Capital Paid-up - \$3,000,000
 Surplus - - - - - \$3,475,000

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 Coil Wire Fence,
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 To cure dandruff.
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 To put life into faded hair.
 To make harsh hair soft and luxuriant.
 To make hair grow, or money back.

It is the most delightful hair dressing made, and is a great favorite with ladies who desire beautiful and luxuriant hair. Large bottle only 30 cents.

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J. R. Seater, Jarvis

Grand Trunk Railway System TIME TABLE

No 60 to Hamilton	Departs 7:00 a.m.
No 71 to Hamilton	7:30 a.m.
No 72 to Hamilton	8:00 a.m.
No 60 to St. Thomas	8:30 a.m.
No 71 to St. Thomas	9:00 a.m.
No 72 to St. Thomas	9:30 a.m.
No 60 to Port Dover	10:00 a.m.
No 71 to Port Dover	10:30 a.m.
No 72 to Port Dover	11:00 a.m.
No 60 to Port Dover	11:30 a.m.
No 71 to Port Dover	12:00 p.m.
No 72 to Port Dover	12:30 p.m.
No 60 to Port Dover	1:00 p.m.
No 71 to Port Dover	1:30 p.m.
No 72 to Port Dover	2:00 p.m.
No 60 to Port Dover	2:30 p.m.
No 71 to Port Dover	3:00 p.m.
No 72 to Port Dover	3:30 p.m.
No 60 to Port Dover	4:00 p.m.
No 71 to Port Dover	4:30 p.m.
No 72 to Port Dover	5:00 p.m.
No 60 to Port Dover	5:30 p.m.
No 71 to Port Dover	6:00 p.m.
No 72 to Port Dover	6:30 p.m.
No 60 to Port Dover	7:00 p.m.
No 71 to Port Dover	7:30 p.m.
No 72 to Port Dover	8:00 p.m.
No 60 to Port Dover	8:30 p.m.
No 71 to Port Dover	9:00 p.m.
No 72 to Port Dover	9:30 p.m.
No 60 to Port Dover	10:00 p.m.
No 71 to Port Dover	10:30 p.m.
No 72 to Port Dover	11:00 p.m.
No 60 to Port Dover	11:30 p.m.
No 71 to Port Dover	12:00 a.m.
No 72 to Port Dover	12:30 a.m.

Dr. Alexis Carrel, of the Rockefeller Institute, famous for his feats in surgery, and who recently discovered a "germicide" for use in the treatment of wounds, will be honored by the French Republic. Announcement is made that he will receive the next possession of the rank of officer in the Legion of Honor.



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