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A Beauty Spot in Nova Scotia



MOST centrally located town in Nova Scotia with a population of between eight and nine thousand, meeting place of railroads and home of large manufacturing industries, Truro is also a place of beauty and a joy to the visitor in its tree-shaded streets, its parks of winding pathways and waterfalls. The surroundings of rich and beautiful farm lands. Here is the junction of the Canadian Pacific and Dominion Atlantic Railways, the home of a huge and ever-growing wool industry with a name nationally known, a condensed milk plant, hat and cap factories, machine shops and wood factories—all on a large scale and all prosperous. But here too are the churches, normal and agricultural colleges, handsome public buildings, in beautiful settings of green lawns and shrubbery, on streets shaded by rows of spreading maples. Truro is a unique and most happy combination of material prosperity and aesthetic charm. Settled first by the Acadian French, and later by sturdy colonists from New England, and hardy soldiers who had fought and won under Cornwallis and Wolfe, Truro is rich in its historical associations. Quick to realize the richness of the soil here—washed as it was by the tides of Cobequid, terminus of the fisher trade—the French Acadians built their dykes, created a chapel, and settling down, they planted the crops, the tiny settlement grew and grew, becoming years ago a community of rich farms, but also a resting place in the long trek from Port Royal to Louisbourg or Quebec. And then came the expulsion of the Acadians, their houses were burned, their flocks driven off and their fields made waste. Even to this day, pieces of farming or kitchen utensils are turned up by the plow, graves are hastily buried there by the French Acadians in the hope that some day they might return, reclaim them, and live again those happy and peaceful days so dear to the habitant farmer. Years passed by and there came such men as Alexander Miller, Matthew Taylor, Capt. William Blair, Stephen Tupper, Charles McKay, Adams Dickey, James Gaultier, James Moore, James Downey, Joshua Lamb, James Whitlock, and Charles Dickson from New England, Capt. John Morrison and Col. Jonathan Howland from New Hampshire; Dr. John Harris from New Brunswick; and settlers from England, Scot-

land and Ireland—stout and hardy pioneers were they all. So strongly were they in sympathy with the American Revolution that when two justices of the peace tendered them the oath of allegiance in 1777, but five were willing to take it. Yet their descendants by the hundreds are now giving their blood and their lives in the great battle being waged for civilization. No less delightful than the natural park with its paths winding in and out among trees of fir, spruce and pine, its miniature cliffs, its bridges over bustling and tumbling rapids, its sparkling waterfalls, and its rustic benches overlooking them all—no less delightful than all these are the driveways through a country picturesque in rambling farm houses, huge barns, spreading fields of hay and oats; with afar off the waters of Cobequid, muddy from racing over the long far south to the United States and coasted with its cool breezes, the seaker after rest and peace will find in Truro a place to come to again and again.

a by-law as in the original motion. carried.
Bain-Hart—That a further sum of five thousand five hundred dollars (\$5,500) be taken up on the credit obtained by the county from the Canadian Bank of Commerce in Cayuga, and that the Warden and Treasurer sign a note for the same carried.
Stewart-Lishman—That the expense incurred by returning Miss Reed of Decewville to the House of Refuge be paid by the County of Haldimand. Lost.
Roulston-Pyle—That the by-law to regulate hawkers and peddlars was read a first time. carried.
By-law regulating hawkers and peddlars was read a second and third time, signed and sealed as in the original motion. carried.
Pyle-Sawle—That the Dominion Railway Commissioners be asked to require the Grand Trunk Railway to install an electric bell at the crossing of the railway over the county road, known as the Forks road, east of Dunnville, being the crossing where William Byron Marr was killed on the 6th day of March last, as in the opinion of this council this is a particularly dangerous crossing. carried.
Lishman-Simonton—That this council do now adjourn. to meet again on June 7 next at 10 a.m. carried.

Preserve Field Products From Loss by Fire

The fire waste of the Province of Ontario for the first three months of 1917 as shown by reports to the Fire Marshall, amounts to \$2,321,931. In 1916 it amounted in round figures to \$12,000,000 and if the waste is not stopped, the year 1917 threatens to be as disastrous as its predecessor.
The unfortunate part of the whole matter is that the waste comes largely from destruction of field products in barns, elevators and warehouses, or in canning factories, cereal mills and other places where the raw product is being turned into food for our own needs and for the Armies of Allies.

It is equally true that many fires, probably one half of them, could be avoided by a little care and thought. Surely, as a people we should be ready and willing to take up this Empire call and preserve what we produce.

By way of example reference is made to barn fires. Last year in Ontario alone over 600 barns were destroyed involving a loss of more than one million dollars, of which 600,000 was on produce, implements and live stock. If by a little care we can save one half this loss we should be doing the equivalent of that much extra production and who is there among us who is not prepared to do his "bit" on this line?

Three very simple suggestions are thrown out which if adopted will go a long way to accomplish the result:—

1. Install lightning rods on barns and save fires from lightning. The Depart-

ment of Agriculture, Parliament Buildings, Toronto, will furnish anyone with a pamphlet showing how the rods should be made and erected. It is an absolute fact that barns properly rodded and grounded are not liable to be struck by lightning.

2. The crops should not be put in until it is certain that they have been properly cured. Evidence is daily accumulating that the heavy clover crops of last year did not receive full and proper care and resulted in the firing of barns from spontaneous combustion. Many doubt this theory but recognition of the cause is growing very rapidly.

3. Ventilate the barn so that gases caused by the fermentation of imperfectly secured crops will be successfully carried off. In an unventilated barn to keep the doors and windows closed after harvest, and then admit air by the opening of the doors, windows, or other apertures during the warm fall weather is to invite the fire fiend to get in his work.

Surely if these three simple suggestions will accomplish any saving the call of the Empire needs should be incentive enough to giving them a fair trial.

Fire is always and enemy of the human race, but in wartime, it is a traitor in camp, a foe in the trenches. Not only is the waste of food by fire an unmitigated calamity, but, only fire waste is just that much of a burden at a time when the last straw may break the camel's back.

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