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TO PROTECT THE BIRDS

THEY HAVE BEEN MADE THE PROPERTY OF THE UNITED STATES AND CANADA.

The People in the Dominion have been asked to sign the New Bird Treaty, but the Dominion Government has not yet signed it. The American Government has signed it, and the Dominion Government has not yet signed it.

THE executive branch of the United States Government is empowered to enter into treaties with foreign nations, but the judicial branch may, in certain cases, render such treaties invalid, while, if the agreement is not satisfactory to Congress, and involve any action by that body, the legislative branch may render them nugatory. Thus, to give real strength and movement to international conventions, the three branches of the Federal Government must be in accord. An interesting illustration is afforded by the Migratory Bird Treaty recently signed by President Wilson. The treaty was agreed to long ago, but questions arose as to the power of the Washington Government to dispose of a subject over which the states had, in the past, generally asserted and exercised jurisdiction. Canada being the first nation to become a party to the present war, and realizing the vital necessity of protecting its own birds, it entered into a treaty with the United States which would guarantee the protection of useful birds at intervals hither and thither between the two countries.

The Dominion Government found no difficulty in arousing interest in its purpose across the border, and it required no time for the proper authorities in these neighboring nations to agree upon the terms of a measure designed to protect birds regarded by instructed agriculturists as of inestimable value in crop production. The treaty framed sought to shield from destruction, and perhaps from annihilation, various game birds, including water fowl, migratory insectivorous birds, including bobolinks, catbirds, chickadees, meadow larks, thrushes, wrens, and many others more or less familiar on the farms of the United States and Canada. Among the game birds, those specifically named were the hawk, the grackle, the gull, the heron, the plover, and the tern.

There already existed in the United States a migratory bird law, and several of the individual states had sought, through legislation, to safeguard certain of the feathered species. On the other hand, antipathy to certain birds, elsewhere believed to be useful, existed in some of the sovereign commonwealths. An Arkansas court, following agreement on the treaty, decided that bird control belonged to the state and not to the nation, and the point was taken to the United States Supreme Court. Interjected into the controversy also was the question whether the executive branch of the Government could make treaties of this kind without the concurrence of the Legislative branch. As an interesting example of the lengths of which contention over a matter of this kind may be carried, it is worth while to point out that there were some persons who insisted that if the executive branch could make and enforce a treaty of this character, overriding the authority of an individual state, it could also, for instance, impose a Japanese immigration treaty upon California.

It speaks eloquently for the neighborly feeling existing between the United States and Canada that the disposition on the southern side of the line, from the beginning, was to comply with the wishes of the Dominion, and to make this compliance effective, regardless of minor issues. In due course, Congress enacted laws essential to the enforcement in the United States of every provision in the convention, and the President's signature has now made the treaty wholly effective. Action might well have been more expeditious, but as a matter of fact, in the absence of a treaty, the provincial and Dominion authorities in Canada and the Federal States have, especially during the last two years, been entering existing bird protection laws within their respective jurisdictions with intelligence and fidelity, and in the spirit behind the treaty. As a result, birds have multiplied in both countries, and while it is not possible to give figures showing the gain, it is possible to point to harvest yields without precedent in both the Dominion and the republic.

Nurses.

First Soldier—I wonder if the nurse you had was the same one I had.

Second Soldier—I don't know, but she was wonderful! Beautiful as an angel, with a smile that would melt a statue and a hand as soft as velvet! Was yours like that?

First Soldier—"They are all like that when you're sick."

An Honest Thief.

Arrested by a Vancouver detective for theft, in company with Frank Hodson, Herbert Dallas remained patiently on guard with the stolen goods while the officer pursued and overcame Hodson, who had sought safety by flight.

Byrne Water Used.

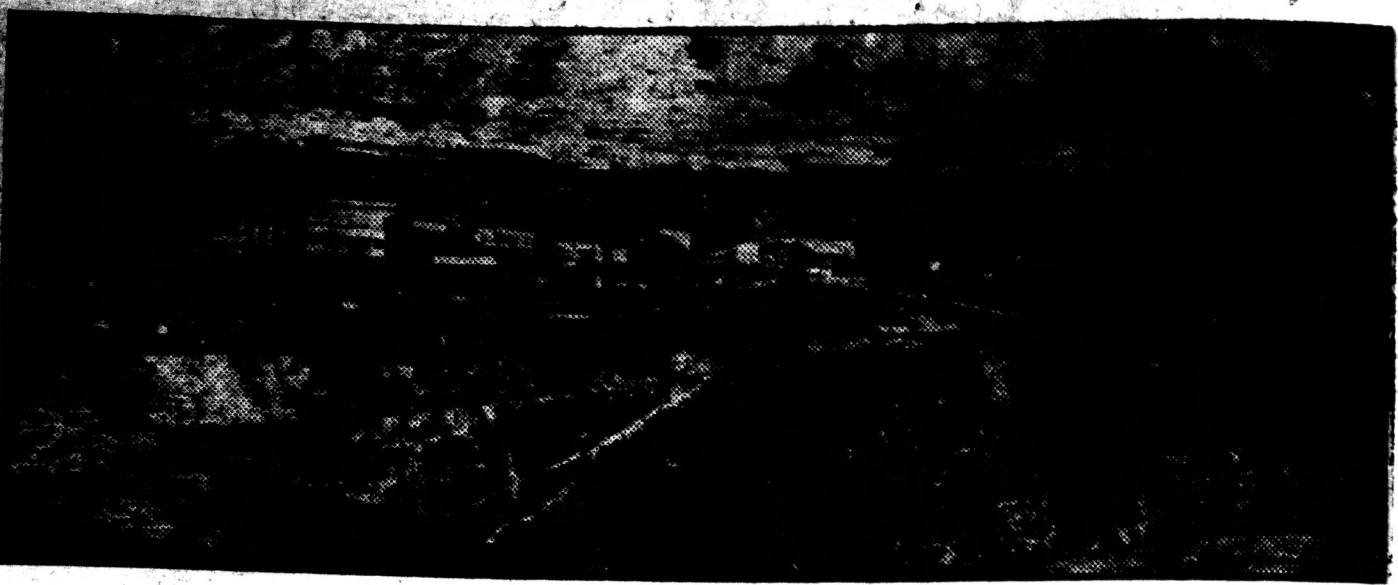
Charles Wallace Floody was duly christened at Orangeville on the glorious Twelfth with water brought all the way from the one and only Byrne river.

Six-Cent Fare.

In connection with the street railwaymen's strike just ended in British Columbia, six-cent fares were now being in Victoria, Vancouver and New Westminster.

SMELTING IN EXCELSIS

Canada's Only Refining Centre



The Great Smelter at Trail, B.C.

AT that time the War Eagle--Centre Star group of mines at Rossland, the St. Eugene lead mine at Maryle and other properties, (which since have been further augmented) and the capacity of the plant was greatly increased, so that the undertaking now ranks as one of the largest and most important of its kind in the British Empire. This is attested by the fact that the smelter has treated to date 3,179,307 tons of ore having a gross value of \$34,315,754 and representing 1,778,821 oz. gold, 27,500,350 oz. silver, 63,326,324 lb. lead, 75,047,410 lb. copper, and 23,064,396 lb. zinc.

The site of the smelter was admirably selected having regard to engineering and commercial considerations and requirements on an elevated terrace of gravelly soil overlooking the Columbia river; an only a few miles distant are the magnificent Falls of Bonnington, from which the plant derives its power. Moreover, ore can be shipped for treatment to this centre most readily and advantageously from the various localities in both West and East Kootenay, and indeed from much further afield. In consequence the Trail Smelter has become almost a national smelter, since in recent years it has treated in addition to British Columbia lead, zinc and copper ores, ores from the Yukon, Manitoba, and Ontario, from the United States and from China. From quite small beginnings the plant has been expanded until they now cover many acres of ground, and when working at full capacity give employment to 1,600 men, a large proportion of whom are necessarily skilled. In this article it is not proposed to go into technical details, but may be stated briefly that the main smelting plant consists of from copper blast-furnaces, four lead blast-furnaces, and two 12-ft. basic-lined converters, the product of which is refined locally, employing electrolytic methods. This latter, perhaps, is the most interesting part of the story; and as a national achievement, it reflects the greatest credit upon those responsible for its successful establishment. Before the war the only useful metal in refining form produced in Canada was lead, which was exclusively undertaken at Trail following the development of the Copperwade in 1906. The manufacture of munitions, we and development of the country as well as shipped out of the country as waste, or in other unfinished state, to be refined, and then to satisfy our own requirements for these metals in finished or unmanufactured form we purchased at, of course, a vastly enhanced price representing the profits of manufacture in a foreign country plus the import duty. All of which was the reverse of good business. But the war, which has had so stimulative an effect on the national energies in general, influenced action beneficially in this direction also; and upon the urging of the Munition Board those in charge of the Trail Smelter set to work with a will, and succeeded after much experimentation in producing refined zinc electrolytically on a commercial scale. The plant now in operation has a capacity of from 60 to 70 tons of spelter daily, and last year produced 10,000 tons of zinc, having a value of \$3,000,000, which, as is stated in an official report, marks "an epoch in the metallurgical history of Canada." So also with the refining of copper, which before the war was on many sides pronounced to be an undertaking that could not economically be conducted in Canada, but which during the past two years has been most successfully carried on at Trail, the two copper converters installed in 1916 enabling the matte from the copper furnaces that previously had been shipped away for further treatment, to be converted into blister-copper, which in turn is refined electrolytically in a plant which had an initial capacity of 10 tons daily, but which since has been enlarged to handle twice that amount. Other products of the smelter are copper sulphate, lead pipe, shrapnel, wire, gold, silver, sulphuric acid, and hydrofluosilicic acid. In short, it is now as complete a metallurgical works as there is on the continent, and as such has played a most important and useful role in furnishing the metals needed for munition making in Canada, thus contributing materially to the effectiveness of the Dominion's war efforts. Nor does this complete its record for patriotic achievement. Since its proudest boast is that it has an honor roll on which is inscribed the names of some three hundred of its employees, enlisted voluntarily for overseas service early in the war. Among these are several members of the smelter staff, all of whom have won distinction for conspicuous gallantry in the fields of France and Flanders--N. L.

The New President of the C.P.R.

THE Presidency of so vast a system as that of the Canadian Pacific Railway is no easy position to fill--no varied are the interests and covering so large a manifold a territory. The railway itself has eighty thousand employees and more mileage even than any of the great systems of the United States--no less than 18,600 miles of track being operated or controlled from Montreal. The C. P. R. Telegraphs comprise over 100,000 miles of wire with no less than 15,000 offices where messages may be received. The C. P. R. hotels, involving an investment of over \$25,000,000 and representing eighteen passenger trains from the small station hotel to the huge edifices at Quebec, Winnipeg, Calgary, Banff, Lake Louise, Vancouver and Victoria--the Vancouver Hotel, for instance, having establishment of 650 rooms--involve great responsibility. Then there are the lands in Western Canada with the \$17,000,000 irrigation scheme west of Calgary and the extensive colonization programme of ready-made farms and the like. The mining and smelting interests of the C. P. R. in British Columbia are also considerable, involving not only a large investment of capital but also relations with a labor element which has been somewhat difficult to manage. Then again there are the great Angus Shops at Montreal, with other large shops also at Winnipeg and Calgary, where so much of the rolling stock and equipment is built and repaired.



MR. E. W. BEATTY.

Subsidiary to the railway company itself are the Canadian Pacific Ocean Services, representing one of the largest passenger fleets of the world, amounting to almost 400,000 tons, and providing one of the most vital links between Europe and the Orient.

As a common carrier the railway serves all the large interests of Canada--agricultural, industrial and commercial, and is naturally in close touch with the big financial institutions, several of which are represented on the Board of Directors. The opinion of the President on financial questions carries enormous weight in England, which naturally takes most interest in such American financial movements as affect the component parts of the British Empire.

Owing to its economic position the Canadian Pacific is naturally of great interest to the political leaders at Ottawa, and no expression of opinion from the Canadian Pacific President. In this respect it is known that the comparative youth has proved in many cases his mature and sound economic judgment.

No finer description could be given to the new President of the C. P. R. than the tribute paid by Lord Shaftesbury, in the official statement regarding his successor: "One who has shown notable administrative ability, and who enjoys to a marked degree the confidence not only of the political and business leaders of Canada, but also of the employees of the Canadian Pacific Railway itself."

Among the many public expressions of the Toronto Globe is interesting, and follows: "Railway at the age of forty-one, becomes the head of the greatest transportation system in the world. Even in the midst of the C. P. R., a sign that Canada has no longer any need of looking beyond her borders for railway."

Mr. Beatty was born in Thorold, Ontario, forty-one years ago, of Canadian parents--his father being Henry Beatty, a prominent steamship owner. He graduated from Toronto University, studied law, and entered the C. P. R. service in 1901, in the legal department. He was appointed vice-president in 1914, and greater in 1916.