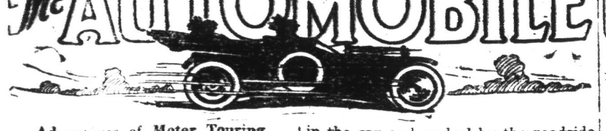
The AUTOMOBILE



Advantages of Motor Touring.

It is taken for granted that the person who expects to enjoy an outing via his motor car will put his machine in good working order before setting out. It is taken for granted that he will put water in the radiator, gasoline in the tank and oil in the engine, lubricate thoroughly and take along five fairly good tires.

The trip begins right from the kitchen. Only such baggage need be taken as will be required, and this will ordinarily not be much. And it can be loaded right into the car, saving all the worry of checking, transferring and getting lost.

When the members of the outing event are three to five, as is apt to be the case when the whole family goes along or the neighbors are invited, the expense is apt to be less per mile per person. This tends to increase the enjoyment in proportion to the size of the family, as the whole family is likely to be included up to the capacity of the car. For one more adds little, if anything, to the expense for gasoline and oil. And there is always room for one more in any car! This matter of economy is of tremendous importance and by use of the motor car makes delightful outings possible to many who otherwise could not afford to travel on wheels at all.

Traveling by automobile makes it possible to get to the desired destination with dispatch and comfort. When the party is ready the driver steps first on the self-starter and then on the gas and they are off at as snappy a rate of speed as the law and good judgment in driving allow. There are no time tables to consult, no connections to miss, just splendid roads to come along, comfortable seats to sit on and good clear air to breathe.

The travelers can stop at any point of interest along the route and enjoy it to their complete satisfaction, then start on at any time. If there are side trips off the main line of the journey that they wish to inspect, a turn of the wheels of the car sends them off in the desired direction. If there are fishermen in the party, they can stop at this stream and fish for awhile, and, failing to lure the fish from its waters, they can ride on to that lake, where their luck may be better. If one tires of riding, it is easy to stop the car so that the occupants can get out for a seventh-inning stretch.

The eating problem is simplified when traveling by auto. If real good food is desired it can be taken along in the car and cooked by the roadside or in some cozy grove. In many places there are public camping sites with stone fireplaces already built for the convenience of automobilists. Or food can be procured along the route for picnic lunches. Or desirable hotels and restaurants can be found in the villages or cities along the way.

The matter of sleeping is quite as easily handled. There are many contrivances which can be carried along so that the motorist can find comfortable repose at night. Tents can be erected and patent cot beds unfolded, or some can sleep in the car or roll up in blankets and find out how the Indians used to do it years ago. If more conveniences are required, it is still possible to find sweet dreams in some hotel, inn or farmhouse.

Traveling by auto is one of the healthiest forms of recreation. There is always plenty of good clean air. A motor trip usually takes one out into the country, where the ozone is at its best. The danger of catching any contagious disease is practically entirely eliminated.

If a driver knows his business of driving and will use ordinary judgment in manipulating his machine, the danger from accident is no greater than might be encountered on board a ship or train. Certainly they are not as great as travel by airplane! In spite of the startling casualties and in spite of the reckless drivers that are loose on the face of the earth, a careful owner is not at all likely to have his outing marred by serious accident.

The owner of an automobile usually gets a certain satisfaction and enjoyment out of driving himself the vehicle in which he is traveling. He has a sense of being in control of his destiny which adds to his pleasure, and if the others who are along have confidence in his ability, to the happiness of the rest of the company.

Travel by auto makes for sociability. In no way can a group of people become better acquainted and get more pure fun out of life than by being associated together on a vacation via motor.

An outing by auto does not necessarily mean a touring car or sedan. A common sight along the country roads on a holiday is a huge truck loaded with a whole neighborhood of folks off on a picnic. Are they ever downhearted? So whether it's by truck or limousine, for all-round enjoyment no other travel vehicle has been found superior to the automobile.

1922 AN EXCELLENT FISHING SEASON

SIX MONTHS' CATCH IS WORTH MILLION DOLLARS.

Known Edible Varieties Total Six Hundred But Only Twenty Are Marketed in Quantity.

All indications tend to the conclusion that Canada is experiencing one of the most sucessful and profitable fishing years for some time. The value of the catch of the first six months of 1922 was a million dollars in excess of that of the corresponding period in 1921 in spite of a slight decline in prices. When it is considered that approximately one hundred thousand people are engaged in the catching and processing of fish and at least fifty thousand more in fish merchandizing, it is clear that the bountifulness of nature in the sea and fresh-water fisheries is bound to have its effect in hastening the return to normal conditions of Canada's economic situation.

The success of fisheries and the bright prospects for the remainder of the year seem consistently spread over the whole Dominion and to comprise every variety of the commercial catch. The Prince Edward Island lobster catch is estimated to amount to something like ten thousand cases, or to be about thirty per cent. greater than last year. The smelt fishery of the island and also of New Brunswick has given returns much in excess of past years.

The same excellent conditions prevail in Quebec. The Minister of Colonization, on his return from a tour of the province, is quoted as saying, "The salmon fishing this year has been marvellous and is considered by old fishermen to be the best in the last thirty years." Cod have also been exceptionally plentiful. There has likewise been an abundance of mackerel, some 250,000 pounds having left in the first seven months of the year from the fishing grounds for Montreal, New York and Boston. The fact that Quebec now has complete control and administration of its tidal fisheries is expected to result in yet further stimulation and development.

Many Blue Nose Vessels Out.

Nova Scotia had a larger number of deep-sea fishing vessels engaged in the spring fishing this year than in any since the war, and their anticipations of a good season were not belied. This year they have engaged in what has been the best mackerel fishing season in fifteen years, the run of the fish being in such volume that a total value of something like $2,000,000 is expected by the conclusion of the season. In July more than one hundred sail left the port of Louisburg for the swordfish fishery in the confident expectation of a catch in excess of the million pounds shipped from Cape Breton to the United States last season.

Fishing in the inland lakes of the North-West is exceptionally good this year, according to government authorities. Lake Winnipeg alone is expected to produce 1,500,000 pounds of whitefish this season as well as large quantities of pickerel, jackfish and tullibee. Saskatchewan's inland fisheries are expected this year to exceed in value the $300,000 which was the value of the marketed product of 1921, whilst unprecedented activity prevails in the lakes of Northern Alberta and their product maintains its favor in the cities of the United States.

At the Pacific extremity of Canada there is the same happy situation. All indications tend to the assumption that the British Columbia salmon catch this year will exceed those of 1920 and 1921 and be about equal to the banner year of 1919. The volume of the halibut catch in Pacific waters is reported to be about three times that of last year. The provincial herring catch exceeded 50,000,000 pounds, of which 45,000,000 pounds were dry salted for export to the Orient. Whale hunting off the British Columbia coast was resumed this year and the fleet is reported to have met with considerable success.

Expansion on the Pacific Coast.

There are many signs that the Canadian fishing industry is due for more prosperous times and is achieving a permanent expansion. Greater attention is being paid to improving the conditions of the industry, whilst new development is expanding actual operations. Certain matters have occupied the Council for Scientific and Industrial Research, one being the "rust" in codfish, and the successful discovery of a ready method of prevention is expected to result in the saving of millions of dollars to Maritime fishermen.

On the Pacific coast there is continual expansion to the industry to be noted. A shark tannery is to be operated on the west coast of Vancouver Island this summer to utilize the hide of the shark and to extract the oil for medicinal purposes. Near Prince Rupert another fish by-products plant is being opened up for the manufacture of fish fertilizer and meal and the extraction of fish oil. The plant will operate the year round, and this year will turn out 1,000 tons of fertilizer and 100,000 barrels of fish oil. Further innovations in the export of fish are to be noted, and the experiment of sending frozen fish to New York, via the Panama Canal, has been so successful in every way that it is confidently expected a substantial trade will be developed.

The Canadian fishing industry, after suffering a severe slump in the years immediately following the war, is exhibiting vigorous indications of revivification, and is on the way back to the steady progress it exhibited in the past.

When it is considered that with a production valued at about $30,000,000, exports of fish and fish products of about $60,000,000 and an importation of about $6,000,000 per year Canada has the most expansive fisheries in the world, and that of about six hundred known edible varieties merely twenty or so are commercial factors on the market, the practically limitless possibilities of the fish industry in Canada may be realized.

England's oldest road, which must have been made at least 2,000 years ago, runs between Winchester and Canterbury.

Interesting Items.

Often a man alters his face after he faces the altar.

No one is so empty as the man who is full of himself.

Flattery is the bridle upon which you may drive most men.

Jumping at conclusions is about the only mental exercise some people take.

The word "psychology" was formed from the Greek words soul and science.

Some people's idea of taking life easy seems to be making it hard for the rest of us.

Glasgow University, founded in 1450, is the oldest in Scotland, except St. Andrew's.

Rust and corrosion of metal is responsible for an annual world wastage of $2,500,000,000.

The fact that it is easier to do right when the others are doing it is one reason for choosing good company.

A camel, when burdened, can travel twenty-five miles a day; when unburdened, as many as sixty to seventy

The crowns of the former Imperial family of Russia, valued at $350,000,000, are to be sold by the Soviet Government, it is said.

Most of the nitrate factories in Chili are now in British hands. Before the war Germany took 40 per cent. of the exports for use in her beet fields.

A woman is like a book written in at least a dozen languages, and a man who can read them all is called a misogynist.

miles.

The largest newspaper in the world is to be found in Aix-la-Chapelle Museum, although it is of American origin. Its pages measure 3½ feet by 6 feet.

No sitting accommodation for congregations was provided in churches before the fourteenth century. People sat on straw or rushes laid on the floor.

In the Polar regions conversation can be carried on with ease at a mile to a mile and a quarter. This is because the air is cold clear, and extraordinarily still.

Facts About Foreheads.

According to an authority on character-reading from the face, a high narrow forehead is a bad sign.

People possessing this feature, although not capable of great thinking, unhesitatingly attempt the study of the most abstruse subjects, without any good results. They are exceedingly popular with themselves, and, let it also be admitted, with others.

A broad forehead is always an advantage, for it indicates breadth of character. Should the rest of the face be weak it should be taken into consideration, although one feature indicating strength is not enough to indicate strength of character.

A forehead that curves easily back from a little above the eyebrows shows a poetic temperament with a liking for art, particularly music or painting, and a forehead that rises perpendicularly from the eyebrows in a straight line indicates severity, tenacity, and even inflexibility.

A high forehead is by no means always a sign of intellect. An intellectual forhead is well developed about the eyebrows, with the ears set well back. It is a good sign if a forehead is broad as well as high.

The marks of a cool and deliberate thinker are a high forehead with well-developed "knobs" at the top and a noticeable "bulge" of the eyebrows.

Continent Made by Insects.

Out in the Indian Ocean lies one of the strangest archipelagoes in the world. More than fourteen thousand islands go to make it up. Most of them are quite tiny and few rise more than five or six feet above the surface of the water.

These are the Maldive Islands, which few people have ever seen, since the waters around them are terribly dangerous for shipping. Every one of them has been built up by tiny coral insects. The smallest island contains a coral population many times bigger than the entire human population of the world.

The process of island-building is still going on; for every one that is to be seen above the surface there are a dozen others which, though continually growing upwards, have not yet become visible. In the course of centuries the sea will deposit sand and mud amongst the thickly-studded coral pillars, and so eventually a new continent will be born, a continent built up by little beings no bigger than flies.

Up to the Doctor.

Mrs. Potts' husband had been quite ill, but finally there came a change. When the doctor called and had a look at his patient he announced:

"He is convalescen ."

Whereupon Mrs. Potts regarded the physician suspiciously; and her suspicion increased when he made no further comment but prepared to go.

"Well, youse a doctor, ain't you " she demanded. "Ain't yo' got no med'cine fo' dis heah convalescence?"

Duty.

Earth sets a task to every soul
That in her realm belongs;
For one, to dig her ditches;
For one, to sing her songs;
One thunders in her forums;
One makes her forge fires glow;
One lulls a child to slumber,
With music soft and low;
To one, she holds with partial hand,
The bauble called Success;
While others ply her hardest tasks
For laborers' pay—or less;
Yet when she's had her way with us,
Her glory's not the test;
They only fail, who labor here,
Who fail to do their best.

—Waldo T. Davis.

PROBLEM OF GOOD ROADS IN CANADA

TREMENDOUS AREA WITH SCATTERED POPULATION.

At the Present Time 18,000 Miles of Main Roads—Highway From Coast to Coast.

The difference between national progress and retrogression may be pithily summed up in facilities of travel and transportation, and the maintenance of good roads is a matter which demands the unswerving attention of a modern country in no matter what direction it is making a bid for world prominence. National prosperity lies in a network of comfortable, easily travelled roads, and a country ranks among progressive nations according to its conveniences in accessibility and marketing.

The construction and maintenance of roads in Canada constitutes a problem that is particularly difficult. Canada is a land of tremendous area and small and scattered population. To adequately link up the settled areas of the country a network of roads is required which would be sufficient to render the same efficient service to a people many times as numerous. Upon a family of four persons in Canada rests the enormous responsibility of building and maintaining one mile of roadway and upon five average families the construction and maintenance of a mile of main market highway.

Again, the peculiarity of Canadian conditions creates the necessity for the maintenance of so many types of roads to accommodate the various methods of travel. Whilst the older settled cities and towns and the areas about them are most modern in every respect and their lines of communication as up to date as engineering can effect, there are many areas that have but recently emerged from the pioneering stages, and still other districts that are only being opened up to colonization and that must be served by roads of some kind.

The Penetration of New Areas.

The prime consideration in road-building in Canada is possibly to enable the farmer to reach the markets with his product as conveniently and economically as possible, and this has first consideration in the drawing up of national programs. A second requirement is to maintain good means of communication between the larger centres and to adequately serve and further encourage motor tourist traffic, which is rapidly increasing every year and has become a not insignificant asset in Dominion revenue. Each year the increase in the settlement and cultivation of farm lands makes necessary the penetration of new colonization areas, which can only be effected by the construction of roads which will permit new settlers to get into them with the least degree of trouble and inconvenience.

Canada is rapidly gaining a reputation abroad for good roads, consequent upon a Dominion-wide policy of co-ordinated effort, due to the foresight of Dominion and provincial governments and their co-operation in construction and maintenance. The Canada Highways Act of 1919 was a recognition of the important part played in the development of national prosperity by good roads and elicited the co-operation of all sections of the Dominion in maintaining a high standard. The bill made the sum of $20,000,000 available during the following five years, to be divided among the provinces on the basis of population, with the expenditure of proportionate amounts by these provinces to a total of $30,000,000.

18,000 Miles of Main Roads.

That the provinces are not limiting their expenditures to those amounts necessary to obtain the Federal grants is very apparent. In the five-year period after the passing of the Act, it was estimated that Ontario would spend $60,000,000 on its highways, and this sum will undoubtedly be reached. Quebec's highways prior to 1912 had cost $40,000,000 in the work done upon them, and since that time $30,000,000 has been expended. This year the province will spend $7,500,000 upon provincial roads, by far the largest amount spent in years, due to the inclusion in the program of amounts for colonization roads into newly opened areas in Northern Quebec.

At the present time there are 18,000 miles of main roads in the various provinces and networks of communication branching off from them to serve the rural areas. In addition to the maintenance of these, new roads are being constructed each year. These serve to join up the provincial centres, and it is now the aim of the various governments to join up the provincial systems and provide a main highway across Canada from coast to coast, an undertaking not difficult of accomplishment and the accomplishment of which may be soon expected.

Excellent motor roads join up all the principal civic centres and the avenues to the international boundary are maintained at a fine standard. Last year half a million motor tourists visited Canada from the United States alone, staying for various periods from one day to six months, and it is stated that the number of visitors staying one month has doubled within the past few years. In many cases the upkeep of such highways as Toronto - Hamilton, Ottawa - Montreal, Montreal-Quebec is paid for by the tourist traffic upon them, and the completion this year of the roadway of the Grand Circle Motor Tour, running from California in the south to Alberta in the north, linking ten national parks, and constituting the finest scenic motor tour on the continent, is expected to bring the Dominion an unprecedented volume of motor traffic.

The Result of Good Highways.

The importance every section of the Canadian people attach to the possession of good roads was evidenced at the last good roads convention held in Victoria, B.C., which drew from Atlantic to Pacific [illegible] members of parliament, provincial and civic engineers and prominent business men from all sections of the Dominion, as well as attracting representatives of many states of the Union for the exchange of views and experiences. It marked the half-way house in the progress effected since the passing of the Canada Highways Act and formed a point of retrospect as well as prospect. To date 204 agreements for Federal aid have been authorized for 5,125 miles of provincial road at an estimated cost of $29,461,515. The total amount of provincial expenditures audited with respect to this work is $15,974,591, and the total amounts of payments made with respect thereto is $5,179,275. The total mileage of completed Federal aid work to the time was 1,400 miles and the mileage under construction 2,397 miles.

Autumn.

Autumn, autumn, give me of your crimson,
Give it me for curage, for the year has left me meek,
And your crimson banners flying, as the sign of your defying,
Shall dare my heart's denying the patience of the weak.

Autumn, autumn, give me of your yellow,
Give it unto me for hope, the hope I could not hold,
For where your gold is burning I feel the dream returning,
The darling pain of yearning whose passing left me old.

Autumn, autumn, take me to your heart so,
The bold heart, the singing heart whose strength shall make me strong,
Send my healed life foring in colors of your wearing,
Your gold and crimson bearing, against a grief too long.

—Theodosia Garrison.

Benefits of Insurance.

There is a Chicago clubman noted for his presence of mind in exigent circumstances. Just before the war, while proceeding from Vienna to Warsaw, he met, with considerable sang froid, a situation which, otherwise, might have caused him considerable trouble.

For some reason he had failed to provide himself with a passport. When he reached the Russian frontier he was, of course, instantly held up by an inspector of customs, who demanded to see his passport. For a moment he was stumped, but he quickly met the emergency. From the recesses of his overcoat he drew forth his life insurance policy and handed it to the Russian officer. With great gravity the latter scrutinized the imposing seal and the bewildering array of signatures. Then, satisfied, he returned the policy to the Chicago man and the latter passed on.

World's Largest Ship.

The world's largest ship is the White Star line Majestic of 56,000 tons.

She carries enough linen to stretch for 162 miles. There are 77,000 serviettes, 3,000 beds, 2,700 pillows, 13,000 pillow-cases, 11,000 sheets, 1,500 bolsters, and thousands of other items. The blankets alone weigh seventeen tons.

More than 100,000 pieces of china and glassware are provided, and it is estimated that if the crockery was piled up it would form a column 1,200 feet high. If the washing and drying were done by hand, it would take five months to accomplish the feat.

Ten thousand knives and forks and 50,000 pieces of electro-plate form part of the Majestic's equipment.

Getting Her Hand In.

In London they tell a story of a very parsimonious man whose wife had always experienced great difficulty in inducing him to part with any change. One day she followed him to the door and quietly asked:

"Henry, can't you let me have $10? I want to——"

"There you go again," exclaimed Henry. "It's always money, money, money! When I am dead you will probably have to beg it."

"Well," said the wife, "I shall be a whole lot better off than some poor women who have never had any practice."

We Hope So.

He was only seven, but they allowed him to go to school by himself.

His little suit was brand new when he set off, but when he came back in the afternoon the entire seat of his trousers had gone.

His mother met him at the door on his return.

"Oh, Willie," she said, "surely you didn't walk home like that?"

"It's all right, mother," replied Willie. "No one saw me, for I walked all the way backwards."

Found at Last.

A dear old lady, in London for the first time in her life, saw a glaring sign on the front of a high building which read: "The Smith Manufacturing Company."

"Lawks a mercy!" she remarked to her nephew. "I've heard of Smiths all my life, but I never knew where they made 'em."

Happiness.

By Grace M. Frame

Happiness comes from within;
Money cannot buy it
Nor chains confine it;
Its source is service
Its outlet, humanity.
It is free as the air we breathe
To rich or poor—
It is heard in the laughter of a child
And in the thanksgiving of the aged.
Open wide the portals of your heart
And let it in;
The more you give
The more you shall receive;
Its quantity is immeasurable,
Its quality is the fineness of
Your soul.

MOVING PICTURE INDUSTRY OF CANADA

NOTED BOOKS NOW BEING FILMED.

Numerous Societies and Corporations Are Springing Up Throughout the Dominion.

Some time ago Canada was challenged for its statement, that having no production activities, it could not claim a Moving Picture Industry. The fact that Canadians built theatres, with Canadian capital, operated these theatres, bought pictures from exchanges, which had taken out Canadian operating licenses, did not appear to be of sufficient weight to carry the Moving Picture Industry premise. However, our claim to this dignity must now remain unchallenged. From all parts of Canada the information comes of production activities, writes Ray Lewis, Editor, Canadian Moving Picture Digest. The publicity bureau of the Board of Trade and Commerce at Ottawa have been producing and are producing pictures in various parts of the Dominion. The Filmcraft product, with the co-operation of Canadian Educational and the Star, introduced "Camera Classics" and registered picture production in the province of Ontario.

The Maritime Film Company is starting operations on its second picture. A company has ben formed in Vancouver, B.C., to film Mr. R. G. MacBeth's popular book "Policing the Plains"—the company 'The Canadian Historic Features, Ltd." under the personal supervision of Forrest B. Cornish. "The Man From Glengarry" has finished so successfully at Ottawa that Ottawa Film Productions has voted to continue right on with the present organization, making "Glengarry School Days." Henry MacRae is the director and William Colvin production manager for Earnest Shipman, who controls the rights to all of the Ralph Conner stories, marketing them throughout the world. The company selected to produce Alan Sullivan's much-discussed book, "The Rapids," passed through Toronto on the 10th of this month en route to Sault Ste. Marie, where this stirring romance wil be filmed under the direction of David M. Hartford. Kenneth O'Hara is company manager for Mr. Shipman.

On the Pacific Coast.

Leading citizens of Vancouver have voted in favor of producing "The Chivalry of Keith Leicester," by Allison Hood. This is a story of Vancouver and the Frazer River Canyon, and a world "market" has already been secured, it is said, for this production. A committee has been formed at St. John's, Newfoundland, to make a series of feature productions which will be enhanced by all the picturesque and quaint locations with which Newfoundland's fishing industry abounds. The rights to Frederick Wallace's stories of sea life, "Viking Blood" and "Blue Water," have been secured as the first of the series. The Associated Screen News of Canada under the direction of Mr. B. E. Norrish, who organized the Exhibit and Publicity Bureau of the Dept. of Trade and Commerce, is steadily producing pictures in all parts of the Dominion and has a most up-to-date plant and laboratory in Montreal. And to cap the climax of Canada's part in producing, we are to have a series of pictures made in Toronto. The first stirring story of Toronto's political life, the action of which takes place in Toronto, locations Hanlon's Point and the Harbor. The story is by Hopkins Moorhouse. The rights to this story have been secured by Ernest Shipman, and he promies that this is but the first of a series of feature productions which we are to have produced here. Other information reveals that many other productions will be made in Canada under the already mentioned Trademarks; and last off-shoots of these organizations will branch into their own producing centres. We must not forget to mention the producing activities of Winnipeg, "God's Crucible" and "Back to God's Country," "Cameron of the Royal Mounted" registering success.

Canadian Authors' Opportunity.

Canadian authors are getting their opportunity in Canada's picture production, so are the many independent Canadian Exchanges which are springing up without U.S. affiliations, and concentrating on the idea of handling Canadian productions. We must not neglect to mention the formation of various Canadian Syndicates, which have brought pictures into Canada to market; and this idea appears to be one which will be very much repeated and elaborated on. Canadian investors look up the finished picture as a buy for Canada, a safe investment and conducive of satisfactory returns. Canadian Screen News Reels have been adopted by the majority of the leading producers who handle this kind of reel.

This year saw the formation of the Canadian Cinema Arts Society. The Laval Photoplays Corporation with Mr. L. Ernest Ouimet as president and managing director. The purpose is to produce stories in California with a special Canadian interest and appeal. The Crescent Films, Ltd., was also organized at Montreal and will handle "Talking Moving Pictures." The Lellan Film Syndicate of Montreal plans to erect a studio in that city for the production of Canadian scenarios. Several U.S. producing companies have travelled to Canada to "shoot" scenes on particularly desirable locations. Ottawa reports a real "film colony;" and if production activities continue to be as active in the coming year as the past, we will have film colonies throughout the Dominion.

In London there are thirty places of worship where the services are conducted in the Welsh language.

The Chinese made agriculture a part of their school courses over 4000 years ago.

The Country Church Choirs.

"He hears his daughter's voice
Singing in the village choir,
And it makes his heart rejoice."
—Longfellow.

Once each week, usually on Friday evenings, in hundred of rural communities throughout Canada little bands of enthusiastic and devoted men and women meet to practice the music to be sung in church the following Suday. The anthem and a solo or two are usually the items upon which most time is spent, but the hymns are not neglected, and in some churches the chants and others the psalms, set in poetical form, have to be studied. Each denomination has selected and adapted the music that best suits its needs, and church choirs do a great deal to keep the spirit of music alive and vigorous in the Dominion.

In rural communities one frequently finds men and women of exceptional natural talent, good sopranos, altos, tenors and basses, who have had no more training than the local choir is able to give. In some places, also, it is found that an enthusiastic music teacher has done wonderful work in training voices and accompanists. No matter how good a voice may be by nature, it is always improved and brought nearer to perfection by training, for there are right and wrong ways of singing.

It is quite possible that as the use and desire for music increase in Canada teachers will be trained specially to work in rural communities. Such teachers should make a specialty of singing and of one instrument, preferably the piano or organ, and, if possible, to have a teaching knowledge of other instruments, so much the better. Such a teacher would bear the same relationship to the specialist in one instrument as the doctor doing general practice in the country does to the specialist in the city.

Such teachers could be of inestimable benefit in a community in teaching the art of music, in training choirs, in organizing concerts and in discovering and developing the young who have natural talent. They would add immeasurably to the enjoyment of life and would brighten the lives of people whose everyday life leads them to toil and struggle with nature for such harvests as the earth affords.

The more general use and practice of music in the country would do much to make life more attractive and desirable. As a wholesome and brightening influence its value cannot be overestimated.

The Study of Human Height.

Unless we happen to be discussing a prominent sporting person it is very rare that we are informed of the height of the subject of the conversation.

Biographies do not make a note of this item; very few persons can tell the height of their favorite statesman, preacher, or novelist, and yet we have a science closely identified with this matter.

Anthropometry, the study of human height, is of intense importance. It plays a great part in the study of human races and the development of man.

So important is this science that there exists an Anthropometrical Committee of the British Association, simply to work wholly and entirely on this subject. But despite this acknowledged gravity, how many persons could tell what are the heights of, say, King George and Mr. Lloyd George?

Very few would be able to answer the question definitely, and this is not strange. It is sometimes hard to discover what is the actual height of a prominent person.

Even the great Napoleon Bonaparte has been variously suggested as 5ft. 2in., 5ft. 1½in., and less than 5ft. 6in. But the captain of the Bellerophon, where he surrendered himself, on measurement found him to be 5ft. 7in., proving how very wide casual notice may be.

Napoleon was one of those people who believed in the outstanding abilities of the small man, thinking him the brainest, and, having the courage of his convictions, went so far as to select the shortest for the greatest tasks.

What are the heights of our prominent men? King George beats Bonaparte by half an inch, but he is not the shortest ruler, the king of Italy being only 5ft. 2in. King Albert of Belgium is, of course, the tallest, being over 6ft.—6ft. 2in., to be exact. Sir J. M. Barrie is 5ft. 5in. Earl Beatty 5 ft. 7in., showing in great distinction against such stalwarts as Earl Haig at 6ft. and Sir A. Conan Doyle, who is 6ft. 1in.

Dairy Products from Canada to Britain.

Statistics published in the News Letter of the Dominion Dairy and Cold Storage branch show that Canada exported to Britain during the year ending June 30th last, 1,646 tons of butter and 58,674 tons of cheese. Exports of butter to the Mother Country from Australia, New Zealand, Denmark, and the Argentine all exceed Canada's exports in quantity, but New Zealand alone exceeds our exports in cheese. In the month of July last this year, Canada's exports of butter to the United Kingdom were 4,993 long hundredweights compared with 2,347 hundredweights in the corresponding month last year and 907 hundredweight the year before. The export of cheese fell off considerably, being 139,868 hundredweight compared with 214,568 hundredweight in July last year.

Let's not forget that the finest looking hen is usually the poorest worker.

The principles of feeding should be practiced on the farm table as well as in the barn.

To remove old wallpaper, apply hot water containing saltpeter. Use one heaping teaspoonful of saltpeter to a gallon of water. Apply with a brush. After a few applications, the paper will peel off.