Local N

(Continued from

Mrs. James Walk
spent a few days
Willis this week.

Miss Blanche Fiel
Saunders of Toronto
and at he home of t
Mr. and Mrs. W. J.

New Year's guest
Mr. and Mrs. R. A.
Grace Walter, of T
Mrs. J. W. Biggar
Margaret and Loren

Those who spent
home of Mrs. Jessi
Mr. and Mrs. G. F.
troit; Mr. and Mrs.
Windsor and Miss
Brantford.

Mr. and Mrs. Clay
kirk, Mrs. Ernest
Ronald, of Selkirk
Thomas of Hagersv
Year's at the home
Henry Cole.

The Jarvis Women
hold their annual s
the home of Mrs. Sm
Roll Call — "Train
Will all members
dishes for themselves.
Debate — "Resolv
are a Greater Source
than Poverty."

ROCKFO

Next Sunday morni
ly Sacramental Servic
11 o'clock S.S. will c
o'clock.

The regular meetin
will be held on Thursd
the home of Mrs. G.

The annual school
last Wednesday eveni
Baulaugh was electe
ceed Mr. Ralph Kenn
ed in that capacity fo
years.

Misses Mary Ang
Smith, spent Saturday
Miss Marjorie Smith.

The following spe
with relatives and
Mrs. David Petheram
Mr. and Mrs. Arthur
Mrs. White and Miss
Hamilton, with Mr. a
Buck; Mrs. Geo. Smi
Henry Smith, Mr. an
of Hartford with Mr.
Smith; Mr. and Mrs.
Mrs. Paskins, Mr. an
Howard a ndMr. Wn
Mr. and Mrs. Sanfo
Hagersville; Mr. an
Smith, Mrs. Jas. Prie
Mrs. Bud Priest wit
Wilfred Mason in Ha

The Misses Baula
ford spent the week-e
Mrs. Ira Caswell ar
New Year's dinner wi
Peter Baulaugh.

Mr. and Mrs. Jos.
Rainham Centre spent
Mr. and Mrs Stanley

Mr. and Mrs. John
family took tea on
with Mr. and Mrs. Mu

Mr. Len Herron an
Herron motored to To
and Miss Herron rema
mother for a time.

Mr. and Mrs. W.
Mr. and Mrs. Frank
ed the funeral of Mr.
at Simcoe on Saturday

Mr. and Mrs. Bud
the funeral of Mr. E
Welland on Saturday.

"But surely," urge
is believing ?"

"Not necessarily,"
"For instance, I see

REICHELD'S RE
FIRST CLASS
LIGHT LU
'Courteous
MRS. F. W. C
Proprie

IVAN W.
LICEN
FUNERAL D
FURNI
Phone
Night

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GEO. L. MILLER
Editor and Proprietor

DISPOSING OF LIQUOR

(Reprint of an article from Collier's, November 26th, 1932, by courtesy pub lishers of Collier's.)

After the Eighteenth Amendment has been duly repealed, we shall have to find a better way of managing the traffic in alcohol.

We cannot go back to the saloon. That would be a cataclysmic retreat. We must go forward to something better than the saloon and better than the bootlegger.

Fortunately, we have not been in a wilderness of doubt and confusion. Other countries have made experiments and blazed trails which we can follow.

Of all the different systems, that developed in Quebec is best adapted to American conditions and American needs.

Quebec used to have saloons. Then prohibition was tried. Now ten years of the commission plan have been satisfactorily completed.

So satisfactorily has the law been administered that the liquor traffic is no longer a pressing problem. It is not a political issue. No important group anywhere in the province wants to change the law. It is not even a topic of conversation.

Yet within the ten years since prohibition was abandoned marked progress has been made in the rational control of the liquor traffic. Temperance has made great gains.

No law solves all problems anywhere and of course the Quebec Liquor Commission has its troubles. Am ericans account for some of them. Only recently four truckloads of American bootleg liquor were seized on the Montreal road.

The Canadian governments, dominion and provincial, collect a fat revenue from the liquor taxes. Consequently, sucessful smuggling is highly profitable. Both American and Canadian bootleggers attempt it. But the illicit trade is negligible in comparison with the legal business.

Quebec has so much to teach concerning the control of the liquor traffic because the Quebec law was wisely written and because it has been kept out of politics.

The resident of Quebec, native or visitor, has four sources of liquor. These are:

1. The Quebec Liquor Commission which through its stores and the mail order department sells spirits and wines throughout the province.

2. Licensed hotels and restaurants at which wines and beers but no distilled liquors may be served with meals.

3. Licensed beer taverns at which beer and nothing else may be bought to be consumed on the premises.

4. Licensed grocery stores at which bottled beer may be sold for consumption at home.

The essential policy of the liquor commission has been to make beer and light wines cheap and easily accessible while whiskies and other spirits are expensive and more difficult to obtain. Anybody—except minors and drunkards—can get hard liquor if he has the price. The result is that nobody feels that his liquor is restricted.

The principles underlying the Quebec liquor law reveal a profound understanding of human nature. Four considerations were taken into account in the writing of the law:

First, the liquor control had to be taken out of the control of politicians.

Second, differences of opinion in local communities had to be respected.

Third, private profit had to be eliminated.

Fourth, all profit had to go to the government, since the government alone has to pay the costs of the abuse of alcohol.

These principles have been very well worked out in the law.

Most important was the removal of the liquor traffic from the control of politicians.

The Quebec Liquor Commission is an agency of the province. It's members are appointed and may be removed by the lieutenant governor. No local politician has any control over the commission.

Cities and towns and rural regions may be wet or dry as they vote under the local option law. But their power ends there.

The provincial commission decides who may run a tavern or a grocery or what hotel or restaurant may sell beer or wine with meals. The commission has unlimited authority to grant and to withdraw licenses. It need not be explain its reasons for withdrawing a license and no one whose license is withdrawn can undertake any legal action to have it restored.

Quebec is not all wet. Almost half of the inhabitants of the province live in local-option territory.

The significant development is that communities long dry have been gradually requesting the establishment of taverns and stores. The temperance advocates have decided that temperance and sobriety are beter served by honest regulation than by attempted prohibition.

The government stores generally sell only one bottle a day to a customer. The commission will, however, mail a bottle of liquor to a resident of a dry area. If a person is reported to be a drunkard, however, a notice goes to all stores instructing them not to fill his orders. It would be difficult to find a system which promises more for the United States once the Eighteenth Amendment is repealed.

The Canadian authorities have learned that the traffic in liquor must be a government business, free from political interference and not stimulated by the desire for private profit. We shall do well, when the time comes, to profit by their experience.

SOYBEANS

(Experimental Farms Note)

The soybean is an annual legume and can be grown for hay or for seed. For hay the usual method is to seed solid, using the ordinary grain drill. This will require about 1½ to 2 bushels of seed per acre, depending upon the variety and the size of seed.

Soybeans make an excellent emergency crop in the event of clover or alfalfa failure, and under average conditions should yield from 1½ to 2½ tons per acre, depending upon the variety used and the locality. The crop should be cut when the seeds in the pods are about half formed. Soybean hay has about the same feed value as alfalfa hay.

For seed the crop can be drilled solid, although it is usual to plant in rows 28 to 30 inches apart. The grain drill can be used and the width of rows adjusted by covering the feed cups not in use. The plants in the rows should be about 3 inches apart and this rate of planting requires about 30 pounds (½ bushel) of seed per acre.

Commence cultivating as soon as the beans are coming through the ground, using the spike tooth harrow. This will break any crust and destroy freshly germinated weeds. Row cultivation should be frequent enough to keep down weeds, which is essential if a good seed crop is to be produced.

Southwestern Ontario is especially suitable for soybean seed production. In this district, at the Dominion Experimental Station, Harrow, several varieties tested have averaged over 30 bushels of seed per acre over a six-year period.

Varieties recommend are:—A. K. and Early Korean for extreme South western Ontario: O.A.C. No. 211 and Manchu for Western Ontario generally, and Mandarin for Eastern Ontario and districts with similar conditions.

Generally speaking, soybeans should be planted about the middle of May or when danger from frost is past.

Inoculate the seed if planting soybeans for the first time. The proper culture can be obtained from the Division of Bacteriology, Central Experimental Farm, Ottawa.

CAR SOLD FOR FIFTY CENTS

An automobile, spic and span, in condition to be driven away, was sold for 50 cents at Montreal. It was a sale by the city of cars seized by the police department for various offences. Bidding was brisk enough—at prices ranging up to a few dollars—but only in one case did the amount received bulk over $100. per vehicle. Sixteen automobiles and a motorcycle went for $194.35, but $140 of the amount was bid on one car when three friendly enemies, grocers on the same street, wanted a light delivery automobile. They bid each other up from $10. to $140. Around $2.50 was the price at which most of the vehicles went under the hammer.

WHENCE CAME SCOTS?

Many etymologies have been given of the name Scot. The more ancient writers, says an article in the "Edinburgh Scotsman," concur in represent ing it as the same as Scyth or Scythian, an opinion which prevailed to the 19th century. It has later supposed that Scot or Scuit may signify a small body of men—wanderers or refugees. Others more plausibly derive it from Colt, a wood, or from Schut, a boat or small vessel, as Ireland abounded with woods, and the Scots attacked Britain in such vessels. Others from Scattun to shoot.

The patriotic and legendary etymology is that the name is derived from Scota, the daughter of Pharaoh, King of Egypt, the wife of Milesius, King of Spain, the founder and ancestor of the nation who conquered Ireland and established a dynasty whose rule expired only at the period of the Spanish conquest.

The name of Scotia, for centuries after given to Ireland, was not applied by the Romans, nor were the inhabitants, previous to this time, known by the name of Scots. All ancient authors who noticed Ireland—Caesar, Diodorus, Strabo, Ptolemy, and Tacitus—call its people Hyberni This points to the conclusion that the race called Scoti were a late immigration, certainly not previous to the Christian era.

Whether the race was Celtic or Teutonic has been a matter of dispute If the term Scot could be proved to be derived from Scythia, no further argument would be needed for at the period when the term came into use Scythia meant Scandinavia.

There are two arguments against the Teutonic, and in favor of the Celtic origin of the Scots. First, traditions and legends of both Irish and Scottish writers represent the Scots as coming from Spain and landing in the south of Ireland as Celts speaking the Gadhilic language, the same as the people they conquered. Second, Scots of Ireland and Scotland have always spoken, and have handed down to posterity, a purely Celtic language an dliterature, in this, as in their personal appearance and manners, in marked contrast to the Teutonic inhabitants of Great Britain.

The Scots, from the time that we first hear of them to the present day display all that is Celtic in manners, customs, language, and literature. If they are of Teutonic descent they have characteristics of that race. —Family Herald.

THE UNEMPLOYMENT RELIEF GARDEN

(Experimental Farms Note)

Over fifty destitute families provided with a plentiful supply of vegetables and saved from a summer of absolute idleness were the results of an unemployment relief garden project sponsored by the Rotary Club of Fredericton, New Brunswick, in co-operation with the adjacent Dominion Experimental Station.

Some of the families worked gardens on land about their homes but the majority of them were established on a piece of land donated by the Experimental Station. The Station also furnished a lot which was used as a community potato field.

The Rotary Club furnished seed, fertilizers and spray material, interested citizens offered prizes to stimulate a proper enthusiasm, federal and provincial agricultural experts gave plenty of advice, and the result was a striking success.

Two or three incorrigibly lazy families fell down on the job but the others carried on with splendid spirit and some of the plots would have excited the envy of even the most hard boiled professional gardeners.

After fortifying their systems during the summer with the vitamins of lettuce, radish, cucumbers, green peas and green beans, these families are now facing the witer with generous stocks of potatoes, cabbage, turnips, carrots, onions, bottled tomatoes, tried peas, beans and other vegetables And who can measure the value of aroused hope and renewed morale derived from a season of pleasant occupation.?

The idea is one that should be spread around. There is no reason why the plan should not be tried in scores of places in Eastern Canada next summer.

The Dominion Experimental Station at Fredericton, New Brunswick, and the Rotary Club of the same place will be glad to share the benefit of their experience with any groups who wish to carry on similar projects in 1933 and who will write to them for information.

RUGGED SCENERY OF AGAWA CANYON

Northward from Sault Ste. Marie Ontario, the Algoma Central Railway traces a winding path through a primeval outdoor paradise. "It follows at times the course of turbulent rivers and each mile brings into view a changing panorama of hills and valleys, lakes and streams, jagged peaks and velvety plains. It traverses a land of forests and game where swift waters run and there is sporty fishing, a land such as the sportsman dreams about but seldom sees.

Notwithstanding all that has gone before and all that is to come, as mile 103 is passed the twelve miles of the Agawa Canyon impresses the traveller with the majesty of unspoiled nature. Bare rocks tower for hundreds of feet, splashed with marvelous colouring, and here and there clusters of green spruces eke a precarious living from the crevices of cliff faces. Streams of srystal water gush from the flanking walls plunging down to join the rushing waters of the Agawa river as it flows the remaining distance to Superior. The train creeps along at the base of the cliffs, below tumbles the river, and the traveller is filled with wonder at the temerity of man in carving such a path on which to travel in safety and comfort.

The gateway of the Algoma country is Sault Ste. Marie, reached by a day's ride over paved roads, or an overnight run by train from Detroit, Chicago or Toronto.

LOVE HEALS

Love is unselfish,
Seeks not its own,
Blesses the multitude,
Labors alone.

Love grows by exercise,
Know what to do,
Works with serenity,
Smiles upon you.

Love still begets love,
Stops evil's tongue,
Fills life with happiness,
Keeps the heart young.

Love is a healing power,
Balm for the soul,
Humbly it waits and serves,
Love makes you whole.

—Grenville Kleiser.

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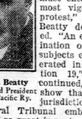
Don't be foolish and run you down; your neighbours are sh glad to do it for you

Canadian Pacific Welcomes Co-operation But Opposes Compulsory Arbitration

E. W. Beatty K. C., Chairman and President Makes Vigorous Protest Against Proposed Arbitral Board in Presenting Company's Case Before Senate Committee Considering Legislation to Implement Duff Report.

WELCOMING the suggestion of co-operation and voluntary agreement, but vigorously protesting against the proposed Arbitral Board and compulsory arbitration, E. W. Beatty, K.C., Chairman and President, Canadian Pacific Railway, recently stated the case for his Company before the Senate Railway Committee considering legislation to implement recommendations made by the Royal Commission on Railways and transportation in Canada.



Mr. E. W. Beatty
Chairman and President
Canadian Pacific Ry.

"Against the principle of compulsory arbitration as embodied in part III. of the Bill (the Company) must enter its most vigorous protest," Mr. Beatty declared. "An examination of the subjects enumerated in Section 19," he continued, "will show that the jurisdiction of the Arbitral Tribunal embraces matters of so great importance as to amount to virtual control in all major branches of its undertaking. Take alone the subjects of joint terminals and the pooling of traffic. The former are the nerve centres of railway operations, and the latter involve the whole benefits received from such operations. It is to be open to either party to propose measures involving these vital matters, and, if agreement is not reached, both the principle of the proposal and the terms on which it is to be carried out are to be left to arbitration. It will be noted that every one of the subjects involve questions of policy, questions of administration, and, underlying both of those, questions of finance, and, for that reason, they are in my submission, not fit and proper to be determined by arbitration. The Company welcomes the suggestion of voluntary agreement as to such matters. They are quite properly the subject of voluntary co-operation, but the Company is startled by the suggestion that they may be forced upon it by an authority not responsible to its shareholders. Control by a tribunal constituted as proposed should not be imposed upon a privately owned railway company operating in competition with the Government Railways.

"The sweeping character of the arbitration feature of the Bill is shown by the provisions of Section 17, which declares that it is to extend to all disputes between the two companies. Probably this expression was intended as incidental to the measures of co-operation enumerated in Section 19, but, in any case, it opens up a very wide field of jurisdiction.

"As to the Arbitral Tribunals, it will be observed that whether they consist of three or five members, the Canadian Pacific is in every case to have a voice in the appointment of only one member of the Board. In the last analysis, therefore, the Company will be completely divested of control of its property in favour of an outside authority. I cannot too strongly urge upon you the serious nature of this feature of the Bill, as well from the standpoint of public policy as of the rights and interests of the shareholders of the Canadian Pacific.

"To control of its undertaking as provided by the existing statutory law, the Company takes no exception. Regulations through the Board of Railway Commissioners and the control of rates, facilities and services in the interest of the public is a proper subject of legislation, but Part III. of the proposed Bill is a very different matter.

"If it be the view of Parliament that co-operation shall be controlled and directed by another and independent tribunal, whose decisions shall be final and binding on the Canadian Pacific, then I would suggest, for your consideration, that the Government of Canada and the Canadian Pacific should enter into an agreement for a period of years by which the Company would agree to this form of administration upon receiving protection to the holders of its securities and shares; that consideration being given because of the relinquishment of the control of their own property during the term of such agreement."

In leading up to his statement of the Company's position, Mr. Beatty pointed to the great part that the Company has played in the up-building of Canada and argued that the proposed Arbitral Board was in fact an invasion of the Companys' charter rights,—rights granted it in return for constructing the road and thus making Confederation an established fact.

"During the fifty years of its existence the Company's undertaking has expanded with the growth of the country," he said, "until its property investment now represents more than $1,100,000,000, held by not less than 180,000 share and security holders, over 50,000 of whom are Canadians. Since 1902 the Company has issued $270,000,000 Ordinary Capital Stock at an average premium of 42%, receiving therefor $382,616,000 all without expense to the Dominion, direct or indirect. At that average price, a dividend of 5% yields a return of only 3.53% to the shareholders on their investment. It is my submission to your Committee that the magnitude of their undertaking and its importance to the country entitle them to consideration in any legislative measure affecting their status and their property. We have provided Canada with a transportation service on land and sea that is unexcelled in the world, and there is no part of her settled territory and no phase of her commercial life and welfare that is not touched by the operations of the Company and concerned in the continued success of its enterprise. As the Royal Commission has said, the Company is Canada's largest taxpayer. Its tax bill during the last ten years averaged more than $7,000,000 per annum, and since its incorporation it has paid upward of $116,000,000 in taxes. During the last fifteen years it has contributed to the Federal exchequer the sum of $25,500,000. As a citizen it has contributed its full share to institutions of a public nature for the advancement of social and commercial welfare."

The Company, he contended, has been the foremost agency in Canada in the work of colonization, immigration and development, and as a war effort had been able to advance or guarantee to the Empire cause more than $100,000,000, and to furnish means of transportation for approximately 1,000,000 soldiers and 4,000,000 tons of war supplies.

Mr. Beatty referred to the consolidation of the Government railways ten years ago. The Canadian National had at once begun an active and aggressive campaign of competition backed by the credit and resources of the Government. To alleviate the situation arising out of that competition the Bill proposed close co-operation between the Canadian National and the Canadian Pacific in order to effect necessary economies.

"So far as the Canadian Pacific is concerned," he continued, "we would accept a statutory direction that we should co-operate because we are willing to co-operate. We are satisfied that a fuller measure of co-operation will be secured from three causes, first, the necessities of the situation; secondly, the statutory direction by Parliament that this should be a matter of policy by the private company, and, thirdly, because of the creation of a board of trustees specially charged with the duty of carrying out the policy of Parliament in this respect.

"I observe in some of the addresses delivered in the Senate upon the bill that some phases of the measure were advocated or accepted in the belief apparently that there was no other alternative which would bring about the economies so sorely required. Quite obviously, there is only one way in which the maximum economies are obtainable and that is unification for the purpose of administration, whether for a limited number of years or for a long term. The Royal Commission has considered and rejected such a plan for reasons they have explained in the Report, but there can be no doubt of its very great advantages from the point of view of economy and efficiency.

"I am not an alarmist, nor am I a pessimist so far as Canada is concerned. I commend, however, to the committee the conclusions in the last paragraph of the Report of the Royal Commission as to the effect on the Dominion's finances and on the Company's position unless we take heed of the present grave situation and adopt drastic measures to correct it. I have already said that I regard the Railway problem as the most vital domestic problem confronting the Canadian people. In spite of its importance, there is a great lack of understanding of what the real facts are, and in consequence there has been until recently very widespread apathy about it."

Mr. Beatty pointed out that the Royal Commission had found that the identity of the two railways should be maintained, but that there should be a maximum of co-operation with a continuance of competition. A maximum of good will would be necessary to reconcile competition and co-operation, and he believed that better results could be obtained through friendly efforts than through an Arbitral Tribunal.

"The very fact that a higher authority exists will tend to relax these efforts by weakening responsibility," he declared. "I urge this in the interest of both companies. And it is a peculiar commentary on the logic of the Commission's findings when we read that consolidation for the purpose of administration is rejected because it would put too great a power in the hands of a few men. This menace, in their judgment, is overcome by putting it into the hands of one man." $7

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REFUSES TO EAT

w many mothers, at one time or er, have exclaimed: "He won't

Any one of these mothers, if as an audience, will likely go explain what it is that her child not eat, and usually concludes rade by saying that she cannot stand her child's attitude and he does not know what to do it.

complaint is a general that we resume it is not unusual for a to refuse to eat. There are reasons and any of these may possible for the child's action. worth while to consider these s, as that is the only way to to meet the problems.

of us, adults as well as children the foods to which we are accustomed. If a child refuses a new e should not be forced to eat this is done, it is almost sure te it the child an active dislike that food. New foods should in small amounts; just a tas n, in with.

o not feel like eating and we enjoy our meals if we are tired ild should be rested when he wn to eat. He should not rect to the table from exciting A quiet period should precede ow meals.

re more hungry on some days thers. It is not to be expected that the child will eat the mount of food each day. A ng cold, or other illness, causes of appetite. It is better for ld that he do not eat more needs, or to eat if illness is on.

hild is greatly influenced by ude of the grown-ups. When y his meals with the family, very likely refuse any food e sees his father or mother This is not due to heredity; itation.

e desire attention; they enjoy the centre of attraction. If d they can attract attention ng to eat, they gain their object. Care should be taken at to avoid showing the child look or action, that his failure is causing any concern.

ild's eating habits should not sed or referred to in his presence. At much more early age parents realize, children are of and pay attention to ersation that is going on a. It is the worrying mothers creates many feeding problems. The child knows he can attention by not eating and ting his mother to worry.

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

IS THERE A BEST HIVE?

(Experimental Farms Note)

In 1852 the Rev. L. L. Langstroth invented the top opening, moveable frame hive which, with slight modifications is now in general use the world over. The Langstroth hive of today carries eight or more frames each frame measuring 17 5-8 inches in length and 9 1-8 inches deep and when properly placed in the hive they are spaced 1 3-8 inches from center to centre of the top bars. The most popular size is one that holds ten such frames. Beekeepers, however, are not agreed as to size, hence we find them using Langstroth hives carrying anywhere from eight to twelve frames while some prefer a hive that carries a deeper frame than the Langstroth hive. The chief point of argument then is size. The beekeeper measures his success by the amount of surplus honey he is able to secure from his bees but this surplus is not governed by the type of hive he uses but by (1) the locality (2) the condition of the colonies, (3) by weather conditions and (4) by management. In so far as the hive is concerned, all the bees require is sufficient room and protection for maximum brood rearing and for the storage of all the honey they are capable of gathering. As practically every hive in use can be enlarged by adding supers it follows that practically every hive can be made large enough to provide all the space the bees need. A different system of management, however, is necessary with hives of different sizes but a skillful beekeeper can produce just as much surplus with a small hive as another equally skilled can produce with a large hive or vice versa provided of course the factors mentioned above are equal. In a seven year test with hives of mental Farm, Ottawa, no advantage could be claimed for any one hive in so far as production was concerned but any hive smaller than the Langstroth frame Langstroth frame requires more care for wintering. It has already been said that the ten frame Langstroth hive is the most popular one in use but different sizes at the Central Experimental Farm, because its parts are the most easily obtained and moreover there is a movement on foot to make this size the Standard Hive of Canada.

A KISS

What is a kiss. Why surely you can guess
A journalist, too ? Well, just a free press.
According to all recognized rules,
Two pairs of lips and a couple of fools !
You say a kiss must be a noun—
I've really no compunction
In telling you your parts of speech
Are mixed—'tis a conjunction !

DOG TEAM RACING

During the past few years dog-team racing has taken its place among Canada's leading winter sport attractions. At one time enjoyed only on the outskirts of settlements where the dog train formed an important part of the means of winter transportation, this fascinating and exciting pastime has rapidly gained favour among outdoor enthusiasts and may now be enjoyed in many cities, towns and rural sections in different parts of Canada during the mid-winter season. Dog derby competitions arranged in many winter sport areas in Canada are an outstanding attraction in Canadian winter amusements.

Owners of dogs will find it an easy matter to enter dog-racing teams in these exciting events, as it is not necessary to declare any particular breed of dog, age or other qualifications as in the case of horse racing events. Huskies, police dogs and other breeds are therefore placed on an equal footing in all dog-racing competitions. This winter will no doubt, witness many exciting events between old rivals and new competitors.

Participants in the Junior Dog Derbies are just as keen as contestants in the major events. Prior to the staging of these races the amateur mushers put in long weeks of diligent training with their entries. The day arrives and a motley collection of dogs and sleighs gather at the starting line. Huskies, Airdales, Collies and other breeds are in evidence, and there are dogs of unknown origin, all true pals of boyhood. Forgotten are the lessons of training days when these canines gather at the track. Doggy friendships are renewed, and old enmities are not allowed to lapse. The stir and bustle is confusing to spectator and starter alike. At last they are off, some on the track and others on byways of their own choosing. True it is a burlesque, but a harmless and amusing one and at the end some youngster is proud and happy in the possession of a coveted trophy.

VEGETABLE SEED FROM P. E. I.

Prince Edward Island growers will enter the garden vegetable seed classes if the advice of J. A. Clarke, experimental farm superintendent is followed. Mr. Clarke acted as judge at the Egmont Bay and Mount Carmel exhibition recently. "Worthy of special mention," his report says, "was the exhibit of Swede turnip seed grown by Armand Gallant of Mount Carmel which was the best he had seen anywhere, and should be sent to the World's Grain Show at Regina in 1933."

Wit is an unexpected explosion of thought.

IT PAYS TO ADVERTISE

DON'T GET FRESH

As the commercial traveller took the menu card he looked up pleasantly and admiringly at the pretty waitress.

"Warm day," isn't it ?" he remarked.

"Yes it is," she answered stiffly, "and so was yesterday and my name is Ella, and I know I'm a peach and have pretty blue eyes, and I've been here quite a while and like the place, and I don't think Im too nice a girl to be working in a restaurant; if I did I'd leave my job. My wages are satisfactory; and I don't know if there is a show or dance in town tonight, and if there is I shall not go with you, and I'm from the country, and my brother is cook in this restaurant, and he weighs two hundred pounds, and last week he nearly killed a customer who tried to make love to me. Now what will you have ?"

The man dropped back limply in his chair.

"I'm not very hungry," he said. "A cup of coffee and a sandwich will do."

FACTORS WHICH CONTROL BLACK ROOTROT OF TOBACCO

(Experimental Farms Note)

The three principal factors which determine the damage caused by black rootrot of tobacco are acidity of the soil, soil temperature, and resistance of the variety planted.

Active soil acidity determines whether any appreciable damage it likely to occur from rootrot in any particular field planted to a susceptible variety, such as Judy's Pride Burley. More damage will result from rootrot in less acid soils and vice versa. On the other hand, a soil may be too acid for best results but we do not consider it a wise practice to apply lime for Tobacco unless a soil test warrants such application. This test for active acidity is simple and is acurate if made by the electrical method. Have your soil tested at the Dominion Experimental Station, Harrow, Ontario. We have found that this is the only accurate method of safeguarding your tobacco from rootrot another year.

Soil temperature plays an important role in the development of rootrot. Air temperature and soil moisture both affect the soil temperature Seasons of heavy rainfall result in lower soil temperatures. Low soil temperatures induce more rootrot, whereas high soil temperatures retard the development of rootrot. Thus, more rootrot ocurs during cool wet seasons.

Resistance is a very important factor in controlling rootrot. Most Burley and dark varieties are not resistant, but most flue-cured varieties show a degree of resistance. The outstanding resistant variety of Burley which is highly recommended for cigarette leaf is Standup Resistant, developed at the Harrow Station. Other varieties such as Judy's Pride, Halley's and Kelley are not resistant to rootrot, or at least not more than to a very small degree. Standup Resistant will make a satisfactory growth where Judy's Pride will fail on rootrot infested soil.

Weather conditions cannot be altered, but it is possible to test our tobacco soils and choose the most suitable varieties.

CATS ARE SO STUPID

All the people who delight in telling tall stories about the intelligence of their cats must be feeling rather sore with M. Rex night, lecturer on comparative psychology at Aberdeen University.

He has been giving intelligence tests to cats, and told an audience of scientists the other day the story of one of them.

The cat was shut up daily in a box which was opened only when she pulled a stirrup attached to a bolt. When she got out she was given milk.

She mastered the art of pulling the stirrup all right, so long as it remained in the same place. When its position was changed, however, she just clawed the air in the place where it had formerly been, and looked puzzled when nothing happened.

Stranger still—to those who believe that cats are clever—is the fact that when she was placed outside the box beside a saucer of milk, she wouldn't touch her favorite drink until she had run into the box and pulled the stirrup !

B.C. PROV. COMMITTEE ASSITING GROWERS

All British Columbia growers who propose to enter samples in the competitive classes of the World's Grain Show at Regina in 1933 are requested to forward such samples to Victoria for examination. It is hoped that by this means only the best from the Coast Province will be entered.

In The Automotive World WEEK-TO-WEEK

Guild Popular in Canada

Over thirty thousand young Canadians—"craftsmen of tomorrow"—have already joined the Fisher Body Craftsmen's Guild and are busily fashioning miniature models of the famed Najolenic coach that is the Guild's set task for all its members. This big enrollment shows how the Guild has improved its position among the boys of Canada in a single year, total membership last year being just over 15,000. Objective of the Canadian Section of the Guild is 50,000 members, and there is sure to be keen competition this year for the university scholarships that are the chief awards Two of the six scholarships offered will be awarded to the two best coaches built by Canadian boys.

Prince Sets Another Style

Music while he travels—song hits from the stage shows, symphonies by the great orchestras, organ pieces fro mthe cathedrals—evidently this appeals to the Prince of Wales, who has had a radio set built into one of his cars. It is not one of the so-called portable sets, but a built-in feature of the car itself. The radio chassis is concealed in a box under the rear seat foot rests. The aerial is wired into the roof. An automatic device regulates the volume of sound as the car passes in and out of the shielded areas. While built-in radios are not new in this country, they have been regarded to some extent as an "extra" and the Prince's conversion to motor-car wireless may do something to help take radio out of the "accessory" class. Incidentally, Chevrolet for 1933 will have all models wired for radio, which may be an indication of hw tohe music-while-you-drive idea is spreading.

New Cars Set Wheels Turning

Symbolic of substantial activity for many months to come in Canadas automotive industry, was the first 1933 McLaughlin-Buick off the line at the Oshawa factory of General Motors of Canada Limited a week ago. This "first car" represented production effort that had been gathering momentum for many weeks, extending beneficial effects to a score of primary industries. Building McLaughlin-Buicks will not reach its peak of the season for some months, but in the meantime factories of the same Company at Walkerville and Oshawa will be bringing out the 1933 Chevrolet, followed by Pontiac, Oldsmobile, La Salle and Cadillac. Although General Motors of Canada Limited are the largest manufacturers of automobiles in the Dominion, there are other Canadian companies whose production program is gathering headway at the same time, making a total contribution to Canada's factory activity equalled by few other industrial groups, particularly at this season.

HELP YOUR OWN TOWN

The business of a town cannot go ahead when the initiative and enterprise of its business men are hampered by distrust and lack of support of its citizens. A town cannot go ahead when its citizens spend their money in some other city, keeping money from circulating at home. Money spent at home builds the home-town —money spent away from home builds some other town. Progressive citizens think of the home town first. When you spend your money in some other town, that town gets the money and your town suffers. When you spend your money in your home town, it stays at home, and works to keep our home town healthy —Reformer.

THE DOLLAR

A dollar is of no value in itself The only use that it may be put to is to purchase something that we need. The days of trading a bushel of wheat for some socks are gone. If we cannot barter then we must keep money circulating. A dollar in the sugar bowl or the old pillow case is just the same as the dollar that is lost. If Jarvis is to advance business must be carried on. Every business place in Jarvis has something that we need. To buy even our necessities at this time gives employment to others, and we save by obtaining lower prices and better quality than was ever obtainable before. Keep your money at home. —Exchange.

LOSS IN MILK BOTTLES

Anyone who uses a milk bottle for any purpose other than to contain milk is liable to a minimum penalty of $50. a discussion upon annual losses of bottles suffered by milk distributors revealed, at the 4th annual convention of the Ontario Milk and Cream Distributors' Association at the Royal York Hotel, Toronto.

"This loss of bottles is the biggest expense milk distributors have to face and has a direct effect upon the price of milk to the consumer," J. H. Lock of Toronto, newly elected president of the association declared. "Bottles cost by carload lots from seven to nine cents each and in small lots from 11 to 13 cents, yet the average life of a bottle is only eight trips."

How to Fashion Belts from Package Wrappers

SMART, colourful, shimmery belts, made from the transparent coverings of cigarettes, cigars, cakes, candy and other packages, are the craze both in New York and Hollywood, the movie folk sometimes making their belts on the lot between shots. "Cellophane" has thus taken its place as a material for the practice of another home art easily acquired in these practical times. It is used, not only for belt making in various woven and braided versions so attractive with sports clothes, but for matching hand bags and hats as well.

Unusual colour combinations and patterns are achieved through various methods of weaving the strips. One of the simplest is the Rick Rack, shown in the circle at the left. Cut strips of "Cellophane" 4 inches long by 3½ inches wide. Approximately eighty are needed to make the average length belt. Fold outside edges lengthwise to the centre twice and then fold in half lengthwise, keeping the raw edges in. This makes a strip 4 inches long and nearly ½ inch wide. Fold across the centre, making the strip 2 inches long. Fold each end to the centre, making the strip 1 inch long. The 1 inch link is now finished. Slip two links together as shown, keeping the edge with several folds toward the top. Continue until desired length is obtained.