

ment is never to be passed up even if you dislike the man who offers it to you. Wall Street is jealous of Lombard Street. It still resents and will always resent the fact that the sale of a car of coffee by Brazil to New York has to be financed through London. If London were not so great—New York and all the little people in Wall Street would be the biggest fish in the pond. The Wall Street American backed Hughes because Hughes looked to him to be the nearest thing to anti-British that the United States dared come. The defeat of Hughes was the defeat of Wall Street.

Two 7,000 Ton Steel Steamers

THE Canadian Vickers, Limited, is understood to have closed recently contracts with an unknown firm for two large steel-plate cargo steamers of 7,000 tons net each.

This report, if true, should be another excellent example of the possibilities ahead of this country in a shipbuilding way. It is now a great many years since Canada lost shipbuilding fame. That went with the passing of the wooden vessel. Nevertheless there have been constructed in this country since the beginning of the war many such vessels and at high-record prices. The steel steamer is more or less of an unknown item of industry in Canada, although several types of smaller ships have been constructed. The Nova Scotia Steel and Coal Company was the first concern seriously to con-

sider steel shipbuilding in Canada, and that company has prepared a shipyard and already has one good-sized cargo vessel under construction, with the possibility of others in the near future. Sound thinkers maintain that the opportunities offered the manufacturers of this country in the construction of ships is a wonderful one and one that should not be lightly passed by.

Newspaper Advertising Up

IT is estimated here that the Canadian newspapers are carrying fully 25% more advertising now than they were last summer, which evidences the remarkable improvement that has occurred in general business conditions. Across the border there has been an even greater improvement in the advertising run. One result of this has been to enlarge the amount of newsprint that has to be used, and this in turn has heightened the famine in the paper market.

New Shipping Company in the West

THE Canada West Coast Navigation Company, Ltd., has been formed to operate a line of boats on the Pacific, and has given contracts for the building of ten auxiliary semi-Seisel engine schooners, several of which are to enter the Canada-Australia lumber trade service. Eventually it is planned to enter the grain trade also. Eastern interests are identified with the concern, including, it is understood, James Caruthers of the Canada Steamship Lines, J. W. Norcross, and M. J. Haney, the latter of Toronto.

The Chimes at Kipigami

(Concluded from page 6.)

He seated himself beside me and mopped a flushed but gratified face with a handkerchief.

"But there's no keeping that man Malachi away from those bells. Took to them from the start—had to get his money's worth, I think. Made such an atrocious jangling the first few months that everybody got to hate them, and there wasn't a bird in the riotous atmosphere for a mile around, but—just listen to that peal!

"He will have it that bartending and bell-ringing won't mix—that is, on Sundays, so he locks up for the day and makes it up to us with music. Neglects his business, that's what,"

affirmed Sanders, with a moody glance at the closed door. "And this is the dustiest, thirstiest tract of road hereabouts."

He fanned himself vigorously with his hat, aggrieved. The chimes seemed to ring out more defiantly masterful than ever.

"As it was," I quoted, admonishingly, "the situation couldn't have endured much longer. You should have been a little more careful; now you have got us in bad. I'm thirsty myself."

He became meek. "I suppose you're right there," he agreed, clapping on his hat, sadly.

Canada Needs More Farmers

(Concluded from page 12.)

feeds only a small percentage of this number. The German farmer is reported to raise potatoes by the ton; the British farmer, it is said, raises them by the hundred weight, while production of this same vegetable in Ontario is jocularly spoken of as "by the small measure." Yet Ontario is, as a whole, well adapted to the cultivation of potatoes. Instead of being an exporter of this vegetable Ontario is an importer. Large quantities are brought from outside points every year. Last winter, for instance, this vegetable fluctuated in value on the Toronto and other markets according to the weather—some weeks being too cold to import from Nova Scotia, and from far away Alberta and British Columbia. This year it is estimated that larger shipments than ever will be required. When a few Ontario farmers become potato specialists, this vegetable will be produced in larger quantities and at smaller cost per bushel. They will reach the Ontario consumer minus long freight charges, importers' profits and the other expenses now incurred. These expenses help swell the figures required to keep the kitchen supplied. The same thing could be said of many farm products. It is food that plays the big part in the cost of living in rich soiled Ontario, which, when

scientifically cultivated will emerge from being at the mercy of other lands. She will then not only feed herself, but will export to the points to which she now looks for supplies.

Too many acres, unscientific methods, and lack of system keep the farmer poor and boost the cost of living. When these antagonists of economy are rooted out and keen business methods are applied to the production of food stuffs and the rural parts peopled as they should be to carry on this greatest of all professions, eatables—the great item in the cost of living—will be found in abundance, and should be cheapest in the exporting province.

A story is told of an old Irish gentleman who was the only undertaker in an upper Michigan city years ago. He was what might be called a forehanded man. One day he met on the street the young son of a citizen who was reported to be at death's door. "How is yer fa-ather this mornin'?" asked the undertaker. "He's sinking fast," said the boy. "Is that so? Poor boy! By the way, how tall is yer fa-ather?"

THE BAREFOOT TIRE

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This "Barefoot Rubber" Black Tread will outwear anything yet evolved. It hasn't that rigid stiffness that marks other types. "Barefoot Rubber" can be best described as "gristly"—with a "give" to it, yet a remarkable toughness. Harder to cut—harder to puncture.

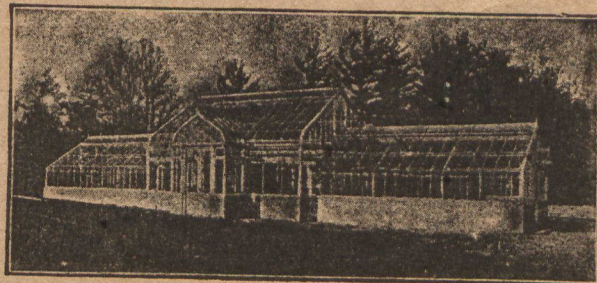
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