THE WATERDOWN REVIEW

ed Every Thursday morning from the office, Dundas Street, Waterdown

G. H. GREENE Editor and Publishe Member C. W. N. A

HereandThere

Nova Scotla has adopted the "drive to the right" sule of the road, the bill providing the change having received the assent of the adminis-trator of the province.

The year 1922 was a banner year for Montreal in the number and tonnage of ships which came to the port, a total of 6,983 ships of 13,-089,609 tons arriving, as compared with 5,541 ships of 9,735,450 tons in 1921.

Canada led the world in 1922 in the export of raw furs to the United States. The total fur catch for that year was over 4,000,000 pelts, valued at \$16,000,000. While the general price of furs shows a downward trend, the total catch shows a re-markable increase.

Four of the Canadian Pacific "Empress" lingrs, the Britain, the France, the Scotland and the India, are to load grain at Quebec during the 1923 season, and new berths have been provided for these vessels hear the grain conveyors, at a cost of \$300,000.

When she was alighting from a street car in Vancouver, Mrs. Rose McLaren received injuries which pre-vented her from concentrating and temporarily did away with her earn-ing power as a spiritualist or psychie reader. She was awarded \$1,250 against the railway company.

The addition of the 17,000-ton "Montlaurier" to the Canadian Pa-eific "Mono Class" fleet marks an important development. Not only is The the largest one-class-cabin ship sailing to and from Canadian ports, but she is the largest in her class on the Atlantic. Her length is 613 feet and breadth 68 feet. Because of her size she will sail to and from Quebec.

Approximately 8,000 tons of silver ora are waiting shipment from the Keno Hill, Yukon, mines. This quantity represents the winter haul. Another 2,000 tons may be moved this summer, making the total silver shipments ten thorsand tons for 1923. Such an output is worth about \$2,000.000, high grade ore running from \$200 to \$300 per ton.

trom \$200 to \$300 per ton. "The greatest feat of steam trans-portation to my knowledge," said C. F. Stockdill, of the Canadian Pacific Railway, recently. "was the move-ment of the grain cron of 1922." From Sept. 1 to Nov. 31, a period of 91 days, the Canadian Pacific Railway loaded and shipped an aver-age of 1,265 cars per day. This re-quiring the dispatching of a train very 45 minutes during that entire period, carrying more than 1,000,000 mshells daily. This movement ex-peded even that of the bumper crop year of 1915.

tear of 1915. One of the many instances of the plendid work carried out at the iverpool docks is afforded by the canadian Pacific liner "Metagama." In a recent arrival at that port she tarted the discharge of her cargo ad coaling at 6 o'clock in the morn-g. Allowing for the usual dinner took on beard in her side 1000 tons of coal, which ted hv 2.45 the same At the same time she A700 tons of cargo, the of which consisted of hight, completing this 7.15 the same evening



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