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Value of Egg Laying Contest

Experimental Farms Note.

There is at the present time a great wave of interest and enthusiasm in poultry production sweeping over practically the whole world. Undoubtedly the necessity for increased production of all foods has been a great factor in this awakened interest but before this necessity arose the wave had begun, so that it but increased rather than started it.

While there are a great many factions more or less responsible for the awakened interest, the greatest of all has undoubtedly been laying contests.

The primary value of laying contests undoubtedly was the advertising and stimulus they gave to the breeders who entered their flocks, but the greatest value to the poultry industry was and is the public attention that they have attracted to the production end of poultry keeping and the establishing of confidence in records made under public supervision.

The shows and exhibitions that had been held in the past attracted attention and stirred interest from the love of beauty of form and feather but with the coming of laying contests the general public—the keen business man and the dissatisfied city worker—realized that here was a business man that was more than a fad, a hobby, that here was a business capable of returning a good profit on investment or a good independent living.

The man of means invests in a farm; employs an experienced poultry man and goes into the business. The city worker has not sufficient capital for this, so he starts a small backyard flock, learns how to handle it with profit, gradually expands, looking forward to the time when he can stop his city work and depend entirely on poultry for a living.

It is this awakening of public interest in poultry production that has so far been of first importance but while this, no doubt, will continue, ultimately the greatest value will come from the establishing of Records of Performance that will be above reproach.

In the past, records have been published that were made solely under the supervision of the owner. Many of these needed to be taken with a grain of salt but when records are made in public contests, government supervision creates a confidence that is not felt in home records.

With the establishing of an Official Record of Performance, the door to breeding for greater egg production will be opened in a way that has never been possible before.

With a view to stimulating interest in production, the Dominion Experimental Farms have established Egg Laying Contests throughout Canada. The first of these was started at Charlottetown, P. E. I., on November 1st, 1918, and created so much interest in that province that on the following November 1st six other contests were started as follows:

The Canadian Egg Laying Contest at Ottawa with fifty pens competing. Federal contests of twenty pens each at Nappan, N. S., Cape Rouge, Que., Brandon, Man., Indian Head, Sask., and Lethbridge, Alta.

These latter, while not strictly confined to the provinces in which they are held, are intended to be more or less of a provincial nature, while the Contest at Ottawa is international in scope.

It is expected that next year not only will the capacity of the present contests be increased, but that new contests will be established in other districts throughout Canada.

GEORGE ROBERTSON,

Poultry Division, Experimental Farm, Ottawa, Ont.

Secret of Greatness

It is Emerson who somewhere says that the average run of men fret and worry themselves into nameless graves, while here and there a great unselfish soul forgets itself into immortality.

Many hundred years before, a much wiser man had said: "For whosoever will save his life shall lose it; and whosoever will lose his life for my sake shall find it."

A rather cryptic utterance; so contradictory in sound that the majority of men pass it by unheeding.

But now and then there comes a man who, sensing its truth, harnesses his life to it, forgetting every selfish thought and purpose.

Often he knows himself to be a little man; or, at best, only medium-sized.

But the world, beholding the marvel of his influence, remembers him and calls him great.—Bruce Barton, in Red Book.

Fortunate Land Purchase.

A tower built by Michael Angelo in 1567, at the edge of the Mediterranean surf, is now a mile inland. In 1830 the Roman government sold to the Marchese Guglielmo di Civita Vecchia a bit of land surrounded by two arms of the Tiber river. There were no stipulations as to increases by deposits, but the fiscal authorities in 1895 found that the surface of the island had been increased almost half again the dimensions the marchese paid for.

Very Short Time.

Mrs. Kowler—They haven't been keeping house very long, have they?

Mrs. Hiram Offen—Gracious, no! Why, she can recall the names of all the help they've had.

Queen Maud.

Queen Maud of Norway often wonders when she will get back to England again to visit her mother, Queen Alexandra, says Tit-Bits. She is the happiest of married queens, and is as fond of her adopted people as they of her. Like a sensible woman, she took up sleighing, ski-ing, and skating to please the Norwegians, whether it pleased herself or not. The Queen still cycles when she gets the chance, and was the first of royal ladies to go a-wheeling. Incredible as it may now seem, lots of people were shocked when first she started riding her bicycle in the Sandringham lanes. King Haakon proposed to her, by the way, when they were cycling together one fine morning.

A Mass of Iron.

Cerro del Mercado, near Durango, is the largest iron deposit in Mexico. It is a great mound 640 feet high, and is said to be almost a mass of iron.

New Alphabet for Japan.

Japan is considering the adoption of an alphabet of forty-seven letters, most of which are Roman characters, some Russian and the remainder original symbols.

ALL SHUN THE PIRATES

HALIFAX VISITED BY FIRST GERMAN SHIP SINCE WAR.

Her Captain Tells Harrowing Story of Hardships — Although the Barque Called for Aid When in Distress, Ships Passed By in Silence on Learning That They Were Teutons — Englishman Played Good Samaritan.

THE first German vessel to enter Halifax harbor since the war was the barque Paul, owned in Hamburg and commanded by Herr Kapitän Wulf Kreuger, who during the war was pilot of a German seaplane operating in the North Sea. She arrived on November 30, bringing an interesting story of battles with the sea.

The Paul left Hamburg on October 18, in ballast, for Philadelphia, and had a succession of fierce storms. She was reported in distress, and it was current talk that passing ships refused to render any assistance beyond taking off the crew in case they proposed to abandon the vessel. No one would take her in tow.

The Paul, a four-masted barque, sailed from Hamburg, October 18, in ballast, for Philadelphia, where she was to load by Sonneborn Sons with barreled oil for Hamburg. On November 1, Captain Kreuger says, in longitude 18.00 w., latitude 46.00 n., a heavy storm sprang up, which broke off the foretopmast and forced the vessel to lay-to for four days.

During the storm one of the sailors was on the foremast, making the lower topsail fast, when the main top broke, and the man was thrown to the deck, breaking one of his legs, an arm and also receiving severe internal injuries. The British steamer Idaho soon after arrived on the scene and took the injured man off. The Paul then proceeded on her way for Philadelphia, but on November 19 fell into another gale, blowing from the southeast. They were forced to heave-to again, this time the main topmast was carried away. Later in the day, the mizen topmast came down. Two days later the Furness liner, Southwestern Miller, hove in sight and the Paul asked for a tow. The Miller replied she would take the barque in tow, but after coming alongside, sailed away without sending further word to the disabled barque. The next steamer to pass was the Furness liner Manchester Merchant, in charge of Captain Musgrave, who during the war had his ship torpedoed by the Germans, and when his crew took to their boats, the enemy submarine rose to the surface and fired on the helpless sailors.

Notwithstanding this bitter experience, Captain Musgrave, realizing the plight of the German barque, did all in his power to help them.

The captain of the Paul spoke of Captain Musgrave as a splendid seaman who did all that he could, sending messages to his owners in Hamburg and his agents in New York, and scattering messages broadcast over the ocean. The Manchester Merchant went on her way, and the Paul started for Cape Race. She had lost twenty-one sails and now had only one lower topsail, one mainsail and one foresail.

On November 25, the Paul ran into a calm, but suddenly a terrific electric storm broke out. After this a coastal steamer passed so close that the captain says he almost could have "spit on her deck." The Paul was showing distress lights, but the coastal steamer passed by, taking no notice of the barque. Apparently, Captain Kreuger says, "those on watch were asleep."

Alcohol Developed from Wood Waste.

A bulletin has been issued by the Honorary Advisory Council for Scientific and Industrial Research in the Dominion of Canada on the subject of the manufacture of ethyl alcohol from wood waste. The article is from the pen of G. H. Tomlinson, B.A., who states in an appendix that, while he has no recent information regarding developments of the manufacture in either the United States or Canada, it has been reported that several plants for producing ethyl alcohol from wood waste were installed in Germany during the war. Their output of alcohol was relatively large, though, as far as he is aware, no details of the development in Germany have been made public. Further expansion in this direction cannot be looked for, but, as the demand for industrial alcohol is rapidly increasing, he predicts that it must soon be utilized to supplement the gasoline supply. Mr. Tomlinson states that in British Columbia alone sawmills produce from 10,000 to 15,000 tons of wood waste every day, representing sufficient raw material to produce from 30,000,000 to 50,000,000 gallons a year, or enough to operate 100,000 motor cars. In the course of his article, Mr. Tomlinson deals chiefly with plants which have been constructed in the United States during the last ten years, and which have been producing the highest grade of ethyl alcohol at a reasonable cost.

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