

# SIDE TALKS

By RUTH YOUNG & CAMERON

## RE-HARNESSING YOUR MIND

"Is there anything harder than keeping your mind on your work just before a holiday, specially a big one like Christmas or a summer vacation?" a friend of mine asked me just before Christmas.

I agreed with her then that nothing could be harder than keeping ones mind chained down those last few days. But since Christmas I have changed my mind. I have remembered that there is something even harder—putting one's mind back to work after a holiday season.

It should be so much easier to go to work after a few days' rest! And it is so much more difficult.

Your Mind is Like a Sick Child Who Has Been Spoiled

One's mind is utterly unmanageable. It has been indulged and spoiled. It turns distastefully from everyday tasks. It escapes you and wanders far afield whenever you try to harness it to the work of the day whether that work be auditing an account or setting a house in order.

The longer and more important the holiday season the harder it is to go to work again.

After a holiday like Thanksgiving one usually loses a day getting back into the routine of work.

Getting Down off that Peak of Excitement

After the Christmas holidays it

takes at least two or three days to get down off the peak of excitement, get the reaction over with and get into the work-day mood again.

And after a summer vacation—well sometimes I think I will never take another because work seems so much harder when I get back.

But of course that is sheer folly. Holidays may make the days directly after them harder but they make the long run easier.

You may feel a great lassitude in the week following your vacation but after you get over the lassitude you will begin to feel a new endurance—that is if it was the right kind of a vacation.

The Good Effects Come Later

I had a better vacation than usual last year—more outdoors and more of it, I mean. It was very hard to get to work afterwards but this winter I am feeling the good effects in many ways. For one I need a little less sleep.

Queer isn't it how we human beings shrink from work? And yet without work we would be miserable. Have you not noticed how those who are not impelled to work by necessity create obligations for themselves such as social engagements, and keep themselves happy by thinking these are things they have to do?

# Rippling Rhymes

By Walt Mason

## ALL CARS GOOD

The modern motor car is fine. It working out its smooth design, the best inventors in the land have nearly spined their brains and hand. Pale science sat up day and night to make your motor a delight. The choo-choo wagon of this time is out of sight, superb, sublime, and it will stand for any test. All cars are good—but mine's the best. All cars are good; the poorest boat, that tries to get its owner's goat, is better far than anything we knew ten years ago, by jing. The monarch of the last decade, when he went forth, on

dress parade, could not command a rig as great as your old "four" or "six" or "eight." Invention rose, at man's behest and made great cars and mine's the best. No more we wait for sidetracked trains, but scoot at will across the plains. All roads are ours, our pleasant views, the prairie wet with morning dews, the hill side, and the wooded green, which we can pay for gasoline. We travel when we wish to go, and travel fast or travel slow, and when we're tired we stop to rest. All cars are good but mine's the best.

# THE ADMIRAL ELF

The elf who wanted to be an admiral sat shivering in a tree. And all about him were what looked to be autumn leaves, but really were the boats he'd built with gold and scarlet leaves for sails.

"Ho, wind!" he called as the Wind went rushing by.

The Wind stopped at his tree and rattled a bit at the branches.

"I thought you told me," said the elf crossly, "that if I built my boats you'd blow them off when you blew off the autumn leaves and then they could sail along on the sea of wind and I'd be a great admiral."

"Did I know that the boats you built fast to the leaves you'd build so heavy I couldn't tear them off?" demanded the Wind. "I've torn these branches right and day and your silly old fleet of leaf-boats I can't budge. They just rattle against the branches in the wind!"

"All the elves make fun of me!" rumbled the elf. "And they call me admiral of all of the fleet that never sails."

"That's because you went about boasting too soon," said the Wind. "Try them again," begged the elf. "Maybe this time the leaf-boats will come off and go sailing away as they should."

The Wind tried and he tried again, but never a leaf-boat could he blow from the tree.

"Nobody," said the Wind in des-

pair, "but my cousin, Hurry Cane, could do it."

"Send him," said the elf.

"Do you mean," cried the Wind, "that you want my wild and dreadful cousin to come blowing through the forest? He destroys everything!"

"I don't care what happens to anything else," interrupted the selfish elf. "I want my leaf-boats started. And a hurricane wind would be just the thing. That would make a mighty sea of wind, indeed."

"So that dreadful fellow, Hurry Cane, came. Oh, my, oh, my! He ripped up trees. He became, indeed, a dreadful sea of wind and all sorts of things were borne along with him. When he came to the elf's tree, he tore the leaf-boats and then before the elf could shout with triumph he tore the elf off, too, and carried him along."

"Do you know, before Hurry Cane had stopped his dreadful blowing through the fairy forest, he tore the selfish elf's clothes into shreds and threw him up against a cloud. And if the elf hadn't caught a piece of cloud in his hand as he tumbled out and wrapped it around him, he would have frozen most to death getting home."

As for those leaf-boats, they were never seen again and the rest of the elves told the admiral elf it served him right for being selfish.

# MANY DOCUMENTS

## Gathered in France for War Historians

Paris, Feb. 1.—(Correspondence of The Associated Press)—The Division of Archives at the front has gathered more than 7,000 big cases of documents for the use of historians of the war. The final classification adopted covers 5,000 different subjects, and it is done with such fastidious pains that all the future historians will have to do is to name the subject or the part of the line where occurred the operations he is studying to get a complete record.

Besides these archives to the military operations, red tape methods have required the different units in furnish something like 25 million written documents since the beginning of the war. A single division of cavalry was called upon for 368,000 reports and statistical documents in two parts; not one of them referred to the action of the division in battle or at the front.

These statistics are being used by the enemies of bureaucratic methods to foment a revolt against them.

# SOLDIERS STORE

Mexico City, Feb. 1.—General Pablo Gonzales, commanding the division of the east, has established in this city a commissary and store solely for the benefit of his soldiers where they may obtain articles of nearly every description at practically cost price. Similar stores, it is expected, will be established at other points throughout the district occupied by this division. As the Mexican soldiers provide their own food, these stores are expected to aid materially in bettering their condition. Similar commissaries have been established for the benefit of the employees of the department of justice and the department of the interior. Eight stores for the benefit of the general public have also been opened by the government.

# PRINCE ON LEAVE

London, Feb. 1.—The vacation which the Prince of Wales is enjoying in London is the first leave of any length that he has had since last spring. Since his previous visit home, he has been on service errands to France and Italy and has spent a considerable time in khaki in Egypt.

Children Cry FOR FLETCHER'S CASTORIA

# A TRAINLOAD OF LIVING SKELETONS

## Canadian Business Man Tells of Shocking Sight at Belgian Frontier

Montreal, Feb. 1.—Mr. Herebert Hoover, the man who has done such remarkable work in organizing and administering relief in Belgium, has sent a special message of thanks to Canada for the generosity with which the people of the Dominion have contributed to the support of the Belgian Relief Commission.

This is the news brought back to Canada by Mr. A. H. Biermans, general manager of the Belgo-Canadian Pulp and Paper Company of Shawinigan Falls, who during his stay in Europe, has had an opportunity of personally observing the work of the Commission.

Mr. Biermans, who is a member of the Central Belgian Relief Committee in Montreal, states that he visited the offices of the Belgian Relief Commission in both London and Rotterdam, and interviewed with Mr. Hoover, regarding his work. Mr. Hoover, he says, spoke with delight of what Canada had done in helping the Commission, remarking that Canada was deserving of more gratitude in proportion than any other country for the relief work done in proportion to her population a larger amount to saving the people of Belgium from starvation.

Mr. Biermans is full of admiration for the system under which the Belgian relief work is done. "The whole thing," he said, "is organized like some big industrial concern, and is run with an efficiency and economy that is beyond all praise."

Mr. Hoover, he said, had just completed the organization of a special system of relief for the children of Belgium who were suffering terribly from privations. So great is the food shortage, despite all the efforts of the Commission, that thousands upon thousands of children were underfed and actually on the verge of starvation from lack of food. Unless extraordinary efforts were made, he was convinced that at least one in every ten children in Belgium would die from sheer want. Mr. Hoover had found that it did not meet the case to distribute food to families, as, oftentimes some children were favored at the expense of others. Where parents, for instance, were looking after orphan children as well as their own children with food—an indication to Canadians of the terrible shortage existing. Mr. Hoover had, therefore, established children's kitchens all over Belgium, and had the children brought to those places every day to be fed under the actual supervision of officials of the Relief Commission.

Mr. Biermans thought it prudent not to seek to enter Belgium, but during his stay in Holland, he was often at Rosendaal, on the border, and there he had an opportunity of seeing for himself the condition of Belgian children. The German Government had been induced to allow Belgian children to be sent to Holland in trainloads for two weeks' recuperation at Dutch military hospitals. He was present at the station when one batch of these children arrived. He declares that he never saw such a pitiable sight in all his life. These little children were emaciated to a shocking degree. They had staring, frightened eyes, saint faces, their bones were almost sticking through their skin, and their



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# THE FATE WILL SOON BE KNOWN

## Of a Part of Shackleton's Expedition

### Have Not Been Heard of Since May 1916

Dunedin, New Zealand, Feb. 1.—(Correspondence of The Associated Press)—The fate of Captain Aeneas A. Mackintosh and nine of the crew of the Aurora, one of the vessels of the Shackleton Antarctic expedition, who have not been heard from since May 6, 1916, will soon be known. Sir Ernest Shackleton, who sailed from Port Chalmers on December 21, said he was hopeful of finding the members of the marooned Mackintosh party all well, but he realized that they have been exposed to grave dangers and he could not conceal his anxiety about them.

Sir Ernest is proceeding to the rescue on the Aurora, the same vessel from which Mackintosh and his men were separated when the steamer broke from her moorings in a blizzard in Ross Sea two years ago. These men have had no means of knowing that Sir Ernest's part of the expedition which was to have crossed the southern ice cap from the Weddell Sea, failed because their ship, the Endurance, was crushed in the ice. Ignorant of this, it is possible that the Mackintosh party divided and some of its members proceeded toward the pole to cache provisions for Shackleton's party, or have gone on in search of him because of anxiety over his non-appearance.

If there has been a division of the Mackintosh party in this manner, it will render the rescue much more difficult, for it will mean the Aurora will not only have to get through the ice in Ross Sea and reach the spot where the men were last seen, but Sir Ernest will probably have to undertake a sledge journey as far at least as the foot of Beardmore glacier. Provided the ice conditions are good, and it is now mid-summer in the Antarctic, Sir Ernest believed the Aurora would reach Ross Sea by January 5. Sir Ernest could not make further plans until he knew the circumstances, but if he found the marooned party intact at its original base he believed he would be back in New Zealand with the men not later than March.

The stranded men, in addition to Captain Mackintosh, are: H. E. Wild, in charge of stores; E. Joyce, in charge of dogs; J. L. Cole, surgeon; A. Stevens, chief of the scientific staff; the Rev. A. P. Spencer-Smith, chaplain; R. W. Richards and A. K. Jack, scientific staff; V. G. Hayward, secretary; and I. O. Gaze, commissariat officer.

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Mr. George E. Wood left for Quebec on Monday, where he has accepted an important position.

Mrs. F. Kirkby is the guest of Mr. and Mrs. J. C. McEwen.

Mr. and Mrs. T. Phillippe spent Sunday in the city.

Wedding bells will be ringing in the near future.

Pte. Ward Kitchen, of the 215th battalion, spent Sunday with friends in this neighborhood.

Rev. Mr. Drey preached an excellent sermon on Sabbath evening.

# PREMIER ASQUITH

## Has Turned Over His Garden for Buildings

London, Feb. 1.—One of Prime Minister Lloyd George's latest official acts is to turn over the garden of his official residence on Downing street to the builders to be covered with temporary buildings for the housing of overflows from the neighboring government offices. During the Asquith government the garden was chiefly used as a playground for Mr. Asquith's young son, who conducted there a series of ambitious experiments with toy aeroplanes. Most premiers have used the grounds a great deal. Gladstone for example, dined under the trees there pretty regularly in summer.

Four persons were killed near Cleveland, Ohio, when two trolley cars collided.

Two auto bandits robbed the paymaster of Swift & Co. at the Chicago stockyards, of \$2,075, and escaped.

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By Anabel Worthington.

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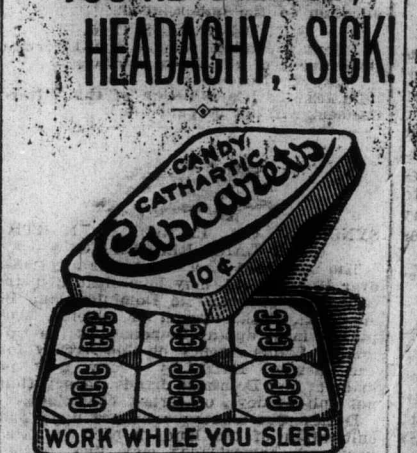
It is of the one-piece variety and fashioned along the lines of the popular models of the season for street wear. The diagonal closing makes the plain waist attractive a feature of the skirt section is the broad panel effect gained by making a pleat in each half of the back and in each front. The fulness is drawn to the sides and held there under a partial belt of contrasting color goods. The open neck is attractively finished with a well cut collar of the belt material and sleeves with a puffed fulness below the elbow are neatly cuffed to match. Small buttons will increase the decorative value.

For the house, such fabric as gingham, linen, chambray, seersucker or percale will be suitable. For out of the confines of the home, serge, gabardine and like materials are greatly favored. If you have ever made a one-piece dress you need not be told that it is the simplest of tasks—if you haven't done so, this is a fine opportunity to learn what an improvement to-day's pattern is over the one of other days. Every step of the development is pictured.

The dress pattern No. 8,120 cuts in sizes 36-44. Size 36 requires 3 1/2 yards 36-inch material, one-half yard 36-inch contrasting, 5-5 1/2 yards all one material to



# ITS YOUR LIVER! YOU'RE BILIOUS, HEADACHY, SICK!



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