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THE PRINCE AND THE HYDRO

This picture was taken during September at Cameron's Falls. The Prince, with the ubiquitous cigarette, is listening to an explanation of the possibilities of development arising out of the harnessing of Niagara waters at Cameron's Falls by the Ontario Hydro-Electric Commission for power purposes.—Photograph by courtesy Canadian National Railway.

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### AYTON.

Mr. Ed. Koster from Detroit is visiting with friends here.—Andrew and Dave Schenk and wives spent a few days with friends at Waterloo.—Alfonso Votier left for Sealey's Bay after spending a week with his mother here.—Mrs. Larkin from Buffalo is spending a few days with her mother Mrs. A. O'Farrell.—Mr. Conrad Fischer, aged 83, is very sick.

### HANOVER.

Geg. Schistel and wife and Mr. Dietrich of Teeswater visited Mrs. I. Amstutz over Sunday.—Wm. Bohnert and John Kneepfer spent Sunday in Peabody.—Henry Bruder, wife and John Lauman of Waterloo here for the week end.

Dermott spent Sunday in Mildmay.—Jack Patterson, for years a trusted employee of the late H. H. Miller, is now in J. J. Mill's office.—On Sunday the Evangelists bid farewell to the town. They saved many souls and we hope their work will bear fruit.—Houses are getting scarce and the property is advancing in price.—Fred. Priess of Brant sold his farm and stock and is moving to our town.—Ed. Fischer went to Detroit to work.—Visitors: Miss Agnes Buck and Meta of Kitchener here for the holidays; John Zimm of New Hamburg at D. Hoeft's.—Harvey Lucas of Markdale, A. H. Jucksch of Toronto and John Lauman of Waterloo here for the week end.

## OTTAWA LETTER

I do not flatter myself that you were much disappointed last week because I did not write my weekly letter. Probably you did not even notice it.

As a matter of fact, an Ottawa letter was impossible, unless, of course, it had been written from Kitchener and not from Ottawa at all, which is rather an Irish way of explaining.

Not since the famous election days of 1917 have I been privileged to see and speak to so many of the good people of North Waterloo as last week. The Ontario elections were in progress and we were out, night after night, doing what we could to defeat the Hearst Government. As I write this, the result of the election is unknown. I shall be much surprised if Hearst obtains a majority, although it may also happen that none of the other parties will have a majority against him. But I do predict that Mr. N. Asmussen will win N. Waterloo by a handsome majority.

Two weeks ago we thought that the session of Parliament would last only another week or so. Then, suddenly came the announcement from the Government that it was intended to buy the Grand Trunk Railway and that the House might have to sit until November.

The purchase of the G. T. R. is now under discussion. There is a good deal of opposition on both sides to Canada buying any more railways. If the Government takes over the Grand Trunk, it will have the longest mileage in the world—something like 20,000 miles—and including the old Intercolonial, the National Transcontinental, the Canadian Northern, the Grand Trunk Pacific, and the Grand Trunk. Personally, I believe in public ownership of railways, but I would take over the paying ones also, instead of only the "lame ducks". The C. P. R. will now remain the only important privately-owned railroad in the country. It is excellently conducted and is a paying proposition.

The Government has also brought in a new prohibition bill. This one is different from the one the Senate threw out twice before. According to the new law, if it goes through, the manufacturing in, and importation into any province of intoxicating liquor, can be stopped only after the people have voted on it. Thus we may have another referendum very soon. The referendum of this week dealt only with the sale of liquor within the province. As soon as peace is formally proclaimed, people can again fill their cellars if they wish to do so, by bringing the wet goods in from Montreal. If the new Dominion bill becomes law, then that also can be stopped if the people of any province say so by means of a referendum. Then we shall be bone-dry—at least supposedly so. Whether we shall be any drier than now I doubt very much. Hundreds of men, are making their own whisky. They tell me that farmers are now tapping their silos and getting the finest kind of alcohol. It seems they will have it. Well, perhaps we might pass a law prohibiting the farmer from having silos.

Last week Parliament ratified the peace treaty with Austria. Nobody in Canada even saw the treaty itself, but what difference did it make anyway? Such tomfoolery is no more ridiculous than some other legislation that has been put through by this Union Government.

**TALLEST RACE IN EUROPE.** IN CORNER OF SCOTLAND. Northumberland and Yorkshire. T. H. H. Come to a Close. Continental Races Far Behind. Habitually we think of Japanese as small men, and imagine a Russian to be a tall man in a big great coat. The Englishman, according to popular opinion, is supposed to be taller than a Frenchman, much in the same way that a dog of the St. Bernard or mastiff breed surpasses a terrier or a poodle. The common idea is not so very far wrong for measurements made by scientists show that differences exist between the average height of races of mankind. Generally, stature varies between 5 ft. 4 in. and 5 ft. 10 in. Of really dwarf men, under 5 ft. in height, there are few, chiefly the bushmen of South Africa, the dwarfs of New Guinea, and the Laplanders.

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The tallest race in Europe is to be found in the United Kingdom in the south-western corner of Scotland where the average height is 5 ft. 10 in. Scotsmen, on the whole, are a tall race, and on the average measure about 5 ft. 9 in. This height is only equalled by the tall Polynesian and American races. Among the shortest men are the South Italians, Sicilians, and Spaniards, where the usual height is as low as 5 ft. 2 in. or 5 ft. 3 in. The lowest average in England is found on the south-western parts and in Wales, ranging from 5 ft. 6 in. to 5 ft. 7 in. In Northumberland it rises to 5 ft. 8 in., and among the burly Yorkshiremen it even goes as high as 5 ft. 9 in.

This leaves the nearest rivals on the continent far behind. Even the North Germans, Danes and Scandinavians, who are classed among the tallest people there, only range from 5 ft. 5 in. to 5 ft. 7 in. French men are generally stout, measuring about 5 ft. 5 in., and the Spanish an inch shorter.

Stature depends a good deal on climate. The Bushmen race of the great Kalahari Desert, the tall Polynesians on the Pacific Islands enjoy all the advantages Nature can bestow. The Hottentots of the same race as the Bushmen, but in habitating more fertile country, are appreciably taller.

On higher ground the people are usually shorter, so that the Swiss and Central Europeans generally are stocky rather than tall. Some times stature varies with the age of men. Early emigrants to America before things were made taller than the races from which they had sprung. They were picked men, full of physical vigor and courage. Stature varies also according to profession. About half the professional and ecclesiastical classes are tall men, but only about one in ten of the cobblers, weavers, and tailors reach the height of 5 ft. 7 in.

With his right arm missing and eyesight practically gone, Frank Schrepper, of Chicago, World War veteran, is near the head of his class in landscape gardening at the University of Illinois.

At a circus in Paris, Ill., a bear thrust a paw through the cage bars, drew in the hand of a man who was passing, and bit off the forefinger.

### NASTY THROAT DROPPINGS

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