

FISH CONSUMPTION IN CANADA.

All over Canada people are eating fish in greater quantities than ever known in this country before, the average increase being estimated at 100 per cent. National Fish Day, October 31st, was well observed throughout Canada. The increased demand will increase the supply, for there are plenty of fish in Canadian waters, if people will only ask their dealers to order them.

BRITISH COLUMBIA FORESTS RESOURCES.

The report of the Commission of Conservation on their investigation into the forest resources of British Columbia, an investigation that has taken them three years to perform, states that the total stand of saw lumber and pulpwood material in the province is 366,000,000,000 board feet. Of the 355,855 square miles area of the province 200,000 sq. miles is reported incapable of producing forests of commercial value, 28,000 sq. miles produces the above amount of forest, and the remainder is destroyed by fire.

This would indicate that nearly twice the amount of commercial timber now available has been destroyed through carelessness.

TRANSPORTATION ASSURED.

The following statements have been made by the Canadian Railway War Boards:

"Whether peace comes to-morrow or next week, Canada's trade arteries are in healthy condition and will meet even the most complete changes in the current of traffic without confusion or congestion."

"Thanks to the foresight of the Canadian government in ordering engines built at a time when some of the roads in Canada were unable to finance and purchase, the power situation on the Canadian roads is now fairly satisfactory. Two hundred new engines are now in service on the C.N.R., G.T.R. and Canadian Government Lines. The scarcity of locomotives, which was on the verge of becoming acute last winter, is now greatly modified."

"The supply of freight cars has been increased by 14,000 new cars bought by the government for the government roads. These new cars, added to the better loading, quicker handling and more rapid unloading methods obtained through the Canadian Railway War Board's efforts, mitigates the danger of car shortage. That, however, does not mean that economical methods may be relaxed."

"Last winter, over 20,000 of our cars were lost in the American traffic tie-up. It is hoped that this winter, the American lines will be able to return our cars almost as fast as they get them."

"The condition of rails and roadbed is not as satisfactory as might be desired. New rails have been denied the roads owing to heavy demand for steel for munitions. Out of the 100,000 tons finally allotted us, only 80,000 have been received. These have been used to good advantage on the main lines."

"The labor situation is satisfactory except in so far as the roads are still understaffed. A special labor board formed at the request of the Canadian Railway War Board, with the co-operation of the brotherhoods, is administering the McAdoo award very satisfactorily. Over 14,000 railway employees have been laid off by sickness, but are now returning to work."

"Old trouble spots have been carefully guarded. The temporary isolation of the Drumheller coal fields by railway breakdown last winter, and the consequent fuel shortage certain prairie districts will almost certainly not happen this winter as the vital section of line has been double-tracked. The board has made working plans for Canadian Northern, Canadian Pacific and Grand Trunk Pacific to co-operate in carrying traffic in the West should any one road find itself over-burdened. The Canadian Railway War Board has arranged also that the Michigan Central, the C.P.R. and Grand Trunk, shall all haul traffic direct into Toronto. Formerly the G. T. R. had the only direct route. The Michigan Central hauled from the frontier to Welland, the T. H. and B. from Welland to Hamilton and the C.P.R. from Hamilton to Toronto. The engine coupled on at the frontier will now run through to Toronto."

"Plans are being perfected for further unification of terminal and other facilities. We have reason to believe that except for possible contingencies of storm and zero weather, epidemics and labor shortage, the railway system of Canada is in more nearly perfect condition to face peace conditions and the reconstruction period than any in the world."

"A Little Nonsense Now and Then"

Rit (in Lehigh University Burr)—Why is kissing your girl like a bottle of olives? Ters—I don't know. Rit—If you can get one, the rest come easy.

A burglary protective company sends us a circular which opens with the following: "The next house to be robbed may be yours." This, we take it, is the height of flattery.—Ottawa Citizen.

Drill Sergeant (sarcastically knocking private who is continually out of step)—Company, all except Private Jones change step. I haven't the heart to trouble him again.—Boston Transcript.

Wife—The fact that there are germs on money doesn't worry me.

Hub—No, my dear. It would take a pretty active germ to hop from the money to you, during the brief time you have it.—Boston Transcript.

It is a fine story that comes from Blighty, of a Tommy who was having tea in a garden with some kind old ladies whom he was entertaining with accounts of his experiences in Flanders. Every time he said "Wipers" one of the ladies murmured "Eeprrr." Later, Tommy, when asked by his mates what sort of a time he had, said: "Oh, fair enough, only one of the old ladies had the hiccups bad. I kind o' 'ated to go on with my story and not 'elp 'er!"

Mother had hauled Willie up before her on the carpet, and was giving him a wiggling about his behavior when they were out.

"I was ashamed of you, Willie," said mother, "to see you dust the chair you sat on at Mrs. Huff's. I saw her little boy watching you."

"Yes, and I saw him, too," replied Willie indignantly. "I'm too old to be caught with a bent pin."—London Answers.

"Here, your letter is overweight," said a post office clerk in a south of Ireland office to Pat. "Over what weight?" asked the native. "It's too heavy, you'll have to put another stamp on it," explained the clerk. "Yerra, got out wid you foolin'. Sure, if I put another stamp on won't it be heavier again?" And Pat beamed with triumph as his superior knowledge.—Buffalo Commercial.

Sam, the chore man, returned from the city with a scarf pin that contained a "diamond" of no usual size. It was the pride of his heart, and the envy of his village companions, relates the Pittsburgh Chronicle-Telegraph. He treated all inquiries from them as to its value and its authenticity with high scorn. His employer, after a week of basking in its radiance, asked Sam about its history. "Sam," he said, "is it a real diamond?" "Well," said Sam, "if it ain't, I've been skunk out of a half-dollar."

"Well, mother," said a workingman to his wife, as he returned from the park, where he had been hobnobbing all the forenoon with his fellow strikers, "let's have dinner."

"No dinner to-day, old man," she replied.

"No dinner! What's up?"

"I've struck for eight hours' work and two meals a day. So has Mrs. Johnson, so has Mrs. Spring. In fact, we've had a meeting and we have come to the conclusion that 16 hours a day is too hard on women when big, strong men can only stand eight hours."—Exchange.

Not long since, in a Mississippi court, a colored man sued a neighbor for damages for killing his dog. Colonel M., defendant's lawyer, called Sam Parker, a colored man, to prove that the dog was a worthless cur for whose destruction no damage ought to be recovered. Colonel M.—"Sam, did you know this dog?" Sam—"Yes, sah, I we' pussonally acquainted with dat dog." Col. M.—"Well, tell the jury what sort of a dog he was." Sam—"He were a big yaller dog." Col. M.—"What was he good for?" Sam—"Well, he wouldn't hunt; he wouldn't do no gyard duty; he jes' lay 'round an' eat. Dat make 'em call him wat dey did." Col. M.—"Well, sir, what did they call him?" Sam—"Dey called him 'Lawyer,' sah."

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