

Send For These Tested Bread Recipes



FOR housewives who want to know all about Quaker Flour, we have compiled a folder of home-made bread recipes. They were furnished by enthusiastic users of Quaker Flour and each has been thoroughly tested by our Master Baker. These recipes make bread-making easy in the home. A postcard addressed to us will bring you a copy, without charge. There is no uncertainty about the way Quaker Flour will bake, because every bag is uniform in quality. It is tested hourly in the milling process.

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Here and There

Fort William—E. G. Noble, first aid instructor on the Canadian Pacific railway, who for the past seven years has been instructor on the eastern divisions, is in the city preparing to take charge of the whole of the western divisions, from Fort William to Vancouver, and to organize first aid classes among the employees of the railway company and instruct them in the emergency treatment of accidents.

St. John, N.B.—The Canadian Pacific Railway has to Jan. 6th shipped more than two million bushels of grain more than during the corresponding period last year. This season's shipments have already totalled 4,987,164 bushels as compared with 2,658,582 bushels on the same date last season. The outlook is for a continued heavy movement.

London, England—Shareholders of the Canadian Pacific Railway here have been officially informed that a measure of relief is to be granted them from the British income tax for the fiscal years 1919 and 1920 in respect of the company's payment of the Canadian income tax. This is the first official word on the subject of Canadian Pacific shares. By the Finance Act of 1920, however, all British subjects resident in overseas Dominions were granted for 1920, in some cases for 1919, and in the future, the right of reclaiming the British income tax as though actually resident in Britain. This affected Canadians deriving income from which the British income tax had been deducted. It is estimated that the amount saved by Canadians so situated, if they did not neglect to file their claims under the Act, would be over \$1,000,000.

Golden, B.C.—That the provincial government will commence work on the Golden-Leanchoil road early in the spring, is announced by J. A. Buckham, M.L.A. A survey will be made as soon as possible and the work will be done by contract. The cost is estimated at \$234,000. That portion of the road to be constructed by the Parks branch of the Dominion Government will also be got under way this year, it is stated. The completion of this road will create a large amount of tourist traffic through Golden, and will also afford a loop whereby local cars may travel to Calgary and points in Alberta, and return over the newly completed Banff-Windermere road to Golden, passing some of the most magnificent mountain scenery on the continent.

Ottawa—The "Ottawa Evening Journal" has the following editorial which is good reading for automobile drivers all over the country:

This is the season of the year when statistics begin to appear. Among them will be those dealing with automobile accidents, and it will probably be found that the railway level crossing is still the most favored location for traffic mishaps of varying degrees of seriousness. This time of the year may also be a favorable one for considering the matter of accidents at railway crossings, especially in this locality. Ottawa has a number of railway crossings, although not more than the average Canadian city. Automobile accidents frequently happen at these crossings, and they are usually caused through negligence on the part of car drivers. An obligation to use reasonable care rests upon all users of the highway, whether they walk, drive a wagon or drive a motor car. Most people do exercise that care, the more cautious ones even being wise enough to stop, look and listen. But there are others who do not. Official records of accidents at the railway crossings in Ottawa prove this beyond doubt. There are actually on record cases where men have driven their cars into trains at a standstill on a crossing.

Here is an illuminating case. On December 18th an engine was going towards Bank street on the railway tracks with four cars and a crew. When approaching Booth street crossing, the whistle was sounded and the bell was rung automatically. A motor car, to quote the official report, "coming at about 30 miles an hour attempted to cross in front of the engine. Brakeman Little, who was riding on the front footboard, gave the engineer the signal to stop and he applied the brakes in emergency. The automobile stopped right in the middle of the crossing and the engine came up against it and pushed it a few inches, leaving a small scratch on the car. The driver would not give his name, but drove off, remarking, "Oh, to hell with it." That is not all. Automobile accidents have happened on city crossings which are protected by watchmen or in other ways. From November 9 to 27, 1922, on the crossings at Booth (corner Britannia), Queen and Main streets, there were ten instances, four of which were on one way, of local car drivers disregarding stop signals or getting on to the tracks with the gates down. To most persons this sort of recklessness is almost incomprehensible, and seems to warrant the most drastic reprisal measures. A driver who disregards a watchman's signal deserves the strongest condemnation. To prevent accidents, it is essential that motor-drivers should co-operate with the railway officials. The great majority may be depended upon to do this. And the drawing of attention to the foregoing facts may induce the minority to think a little more deeply on the subject.

CHEESE FACTORIES OPEN.

The cheese factories of the district have practically all opened for the season after an unusually late spring. So far the flow of milk has been very small.

Here and There

An addition to the Canadian Pacific Montreal-Toronto train service is a nightly train each way, making six trains every night between the two cities. The increase was found necessary on account of the heavy tourist traffic to Montreal from the West.

The opinion of Hon. T. D. Pattullo, Minister of Lands of British Columbia, is that "Canada can absorb at least 300,000 people annually, and this number can come on indefinitely. There is no limit to the requirements of the country. As many as we can get are wanted."

Nova Scotia is endeavoring to arrange an "old home" month during July or August of 1923, and it is expected that many from distant parts of Canada and the United States will visit the towns of their origin during the festival period set apart.

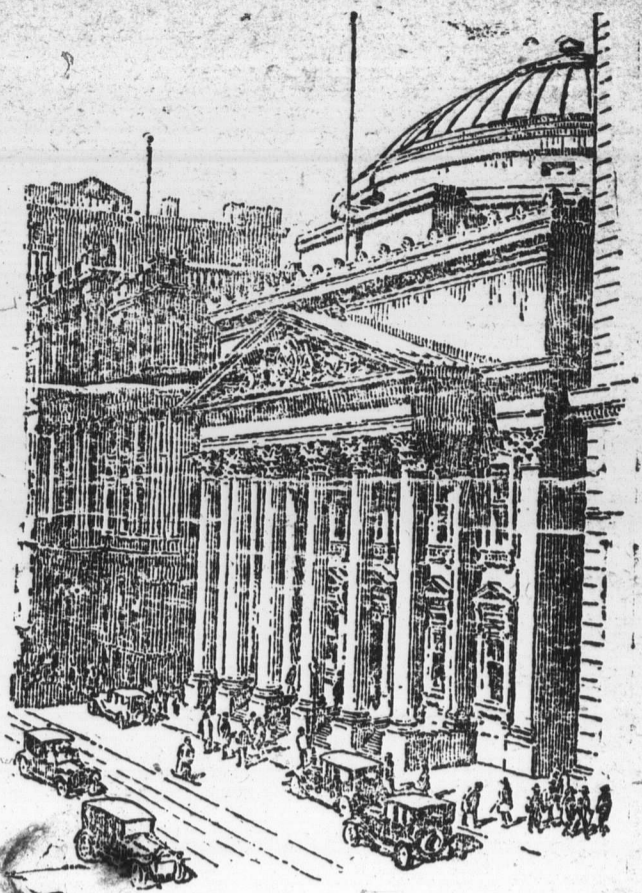
Incomparable Lake Louise has achieved new fame. The makers of the Gray-Dort car have put out a model in a new color which they term "Lake Louise Blue." It is of a lovely green-blue, and if it has caught anything of the glorious gleam of Canada's most beautiful mountain lake it should be a popular color for other than motor cars.

Big Bill, the last surviving buffalo at the Pinaford Park Zoo, St. Thomas, was recently shot. The animal had been suffering for some time from the same malady which carried off his mate a few months ago. Big Bill was said to have been the finest specimen of Buffalo east of the Government Park at Wainwright, Saskatchewan.

Albert Steedwell, Canadian Pacific Railway engineer at Port William, has an airedale dog that is a wolf killer. Mr. Steedwell has a farm at Upsala, and while visiting the farm the dog routed out a brush wolf and chased it. During the subsequent battle one could hardly tell which was dog and which was wolf. Mr. Steedwell went to the assistance of his pet and together they finished the wolf.

T. W. McKenzie, Canadian Pacific Railway agent at Rosemary, Alberta, has received letters patent on a device for the purpose of locking automobiles. It is so constructed that when the switch is thrown off the car is automatically locked, thereby eliminating the possible chance of an owner leaving his car unprotected. The device cannot be operated nor the car started by an unauthorized person without causing an alarm.

The number of persons killed or injured while trespassing on railroad tracks were 50 per cent less in 1922 than the average of the preceding fifteen years. The figures are 5,300 for nine months of 1922 compared with 10,736, the average for the previous year, according to an announcement made by the Safety Section of the American Railroad Association. This reduction in casualties is claimed to be due to the improved policing by the roads and to success of the Safety First movement.



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FROM HARD TIMES TO CANADA.



Do the pipers lament? Migrants aboard the tender of the WHEN the Canadian Pacific steamships "Marloch" and "Metagama" last docked at St. John, Canada gained to the extent of over six hundred able-bodied and industrious farmers, farm workers and women from the Hebrides. Forced by the loss of their fishing trade through the war and German competition, and by general hard times to leave their thatched homes, these people have come to a land of promise and have been welcomed as the most valuable immigrants in years. Under the leadership of Rev. Alexander J. Gillies and Rev. John MacMillan, they have gone to the Red Deer district of Alberta and to various parts of Ontario, where they will engage in agriculture.

Most of them are from the island of South Uist, Benbecular and Barra. Here their families worked small farms of from ten to twenty acres and kept a stock of from two to eight cattle and ten sheep on common pasture. In the spring they gathered seaweed for fertilizer, planted oats, barley, rye and potatoes, and when this was done took to the sea,

some to engage in fishing, which brought but small monetary return, and others to join the merchant marine. In the fall those who were near returned home, harvested the small crop and thatched their houses. But there was not work for all. It was of no use to fish when there was no market and one man could do the work of the farm which produced but little. The wolf was at every door, almost, and the emigration officer received more applications for information and later assistance than he could comfortably handle.

These people having arrived and received welcome have already buckled down to work. Their losses at home have contributed to Canada's gain. A large party have gone to Red Deer where they will build their own church and school, and in addition to English they will retain their own native Gaelic tongue. The remainder of the immigrants have been split up as hired men in various parts of Ontario. Over four hundred were passengers on the "Marloch," the rest on the "Metagama."

Here and There

Each acre of corn grown in Ohio costs on an average 46.26 hours of labor.

Canada is now second on the list as an exporting land, the per capita being \$100.63 per annum.

A new station is being built by the Canadian Pacific Railway at Fredericton at a cost of \$50,000.

Half a million Canadians look to the forests each day for their meals and lodging, and more than 100,000 Canadian workmen are engaged in converting forest products into one form or another.

The large party of Hebrideans who were brought to Canada on the Canadian Pacific Steamships "Metagama" and "Marloch" have gone to Red Deer, Alta., where they will form an agricultural colony.

Seven hundred farmers and farm laborers arrived in Canada recently on the Canadian Pacific steamer "Montcalm." These colonists are proceeding to Ontario and western points where they will take up farm work.

The project of a ship canal across Scotland from the Clyde to the Firth of Forth was brought to the fore again at a recent meeting of the Mid-Scotland Ship Canal Association, and there is a possibility of something being started in this connection in the near future.

A single pair of potato bugs would, without check, increase to 60,000,000 in one season; the hop aphid, developing thirteen generations in a single year would, if unchecked to the end of the twelfth generation, have multiplied to ten sextillions.

Canadian air pilots flew 294,449 miles carrying 9,153 passengers and 77,850 pounds of freight in 1922, according to a report of the Canadian Air Board. Saskatchewan pilots led in the Dominion, carrying 3,622 passengers. Manitoba pilots carried 1,622 people, and British Columbia pilots 1,122.

A company has been formed in London to exploit sunken treasure in Navarino Bay, off the west coast of Greece. The promoters state that there is a matter of \$45,000,000 in bullion and other forms still at the bottom of the Bay, where it was sunk with the united fleets of Egypt and Turkey by the united British, French and Russian fleets in 1827.

Last summer 4,000 forest fires cleared away at least ten times as many trees as were cut down for lumber, pulp and paper, and all other industrial purposes. A very large percentage of the fires were caused by careless campers and sportsmen who "thought it would die out" or cast away a lighted match or cigarette end.

Improvement of camping facilities at Banff for automobile tourists is now being made. The Mount Rundle camp site is being improved and enlarged, and will be equipped with all modern appliances. It is expected that as a result of the opening of the Banff-Windermere road this year, the tourist traffic through Banff will be the heaviest ever recorded.

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