

Good Crops

According to the Dominion estimates New Brunswick's field crops this year are valued at \$25,086,000, as compared with \$16,080,000 last year. The figures for Nova Scotia are \$19,027,000 as compared with \$16,785,000 last year. While P. E. Island, with less than 90,000 people, produced field crops this year valued at \$15,874,000 an improvement of some \$4,000,000 over 1924.

Here and There

It is understood a Scottish syndicate has purchased sixteen acres of land adjoining the best residential section of Vancouver, B.C., and will erect one hundred residences there.

Although only three years old the Oliver district of British Columbia has already become noted for its production of very fine cantaloupes. This year the production is expected to be about 25 to 26 carloads.

The 1,250,000-bushel Government Terminal grain elevator being built at Prince Rupert, B.C., will be completed by November 1st, when a test shipment of ten carloads of grain will be made through it.

Notification has been received by the Hon. John S. Martin, Minister of Agriculture for Ontario, that his showing of white Wyandottes at the New York State Fair at Syracuse, had captured the trophy for the best display for the twentieth consecutive year.

By a recent Order-in-Council of the Lieutenant-Governor, premiums for clearing land, which had previously been set at \$6 an acre, were increased to \$8. The Order also provides that the premium will be paid for a maximum of twenty acres of land and, as a result of it, a settler may obtain a grant of \$160 from the Government as a reward for his work.

Considerable progress has been made during the past few years by E. M. Palmer, at Cowichan Bay, B.C., in the cultivation and propagation of new species of gladioli. In his garden, Mr. Palmer has at present growing about 150 different varieties, bulbs having been secured from all parts of the world, even Central Africa contributing its quota to this wonderful collection.

Having completed their tour of Canada as the guests of E. W. Beatty, chairman and president of the Canadian Pacific Railway, the ten British Journalists left Canada early in October for England, to relate the story of their experiences and to give their readers the impressions they have gained of the Dominion.

During the month of August 1,132 vessels, comprising 131 trans-Atlantic, 85 coasting and 906 inland steamers, entered the port of Montreal, these having a total net registered tonnage of 1,936,945, while in the same period 1,141 vessels went out, these representing 1,932,145 net registered tons. Since the opening of navigation 757 ocean-going vessels, representing 3,468,966 net tons, have entered the port, as compared with only 649, representing 2,280,972 net tons last year; these figures being up to the midnight of September 5th.

F. F. Norcross, a well-known Chicago lawyer, had an amazing experience recently while staying at the Banff Springs Hotel and playing on the golf course there. His approach to the ninth hole was disrupted by a huge bull elk which tossed its antlers and stood pawing the ground with evident hostility as the lawyer prepared to play his ball. Mr. Norcross was about to observe the better part of valor when the bull's attention was distracted by the appearance of a cow elk which made an effective substitute for the golfer and both animals disappeared into the neighboring bush.

Travelling in a five-passenger 1925 improved model Ford touring car from Halifax to Vancouver, J. L. S. Scrymgeour and E. Flickinger are performing a feat unique in the annals of motor travel in this country. From Franz, near Saint Ste. Marie, they travelled on the tracks of the Algonia Railroad to Fort William, having been granted the use of the lines by the Canadian Pacific Railway. The whole run of about 4,500 miles took nearly eight weeks, and a series of still and moving pictures were taken en route to commemorate the adventure.

Eternity

The material universe is not everything. There is the higher universe of mind, of love, of character, of emotion an idea universe which does not appeal to the senses. We belong to both—to one for 70 to 80 years, the other permanently.

It is a formidable thought, the mystery of existence. Here we are, and here in some senses we shall be for ever. We take with us our character, for better or worse. What we have made ourselves here—that is what we go away with, that and nothing else, and with that we shall continue to all eternity.

Here and There

British Columbia's whaling industry produces about 400 tons of whale meal and 900 tons of meat and food for fertilizing purposes annually. This is exported mostly to the United States.

According to G. F. Tomsett, superintendent of the Saskatchewan branch of the Employment Service of Canada, about 43,000 harvest hands were brought into Saskatchewan and distributed over the province to harvest and thresh the 1925 crop.

J. Stapleton, of Regina, ordered two springer spaniel puppies from a dog agent in Liverpool on October 2th. Thirty days later they were delivered to him after a voyage and journey totalling 4,500 miles, the shipment going at the rate of 150 miles a day. This constitutes a record for speed.

Constituting a record for Canada and probably for the world, 3,447,324 bushels of all grains were marketed on the lines of the Canadian Pacific Railway in Western Canada on November 19. The nearest approach to this figure was the 3,406,300 bushels marketed on October 18, 1915, in the year of one of the greatest crops the Dominion has ever harvested.

Reports received at Canadian Pacific Railway headquarters this week show that four more accidents occurred in cases where motorists drove their cars into trains already in the process of crossing levels. This brings the total of accidents of this kind up to thirty for the year. In all four cases the automobiles were damaged while the motorists escaped with minor injuries.

Eighty-seven black foxes, valued at about \$100,000, shipped in 44 crates, arrived at Montreal last week from Buffalo. Twenty-five of the animals were prize-winners at the Black Fox Exhibition which concluded last week, and were on consignment to the Borestone Mountain Fox Ranch at Onawa, Maine.

The Far East has heard about Canadian apples. The Canadian Pacific liner Empress of Asia carried 8,000 boxes of apples when clearing out of Vancouver last week. General trade conditions between Canada and the Far East are quite healthy as there was also on board the vessel 800 tons of Canadian flour, 100 automobiles and 160 tons of Alberta beef.

With each succeeding year Great Britain is relying more upon British colonies for agricultural supplies. In the seven months of 1925 ending July, Canada supplied Great Britain with 4,927,266 pounds of butter, compared with 154,224 pounds for the same period of 1924, and 40,458,544 pounds of cheese, compared to 20,153,504 pounds for the same period of last year.

Two bears, six coyotes and fifteen chipmunks were shipped to England on the Canadian Pacific liner Montclair last week from the Toronto Zoo to the London Zoo. In exchange, the Curator of these gardens has been asked to supply Toronto with Coropais, Bean, Magellan and bar-headed geese; shell ducks; a female Comb Duck; two Rheas (ostriches); four Jays; two young leopards; and a Barbary Sheep. A stiff order.

Six champion juvenile swine breeders, winners in Manitoba, Saskatchewan and Alberta, have been awarded medals and trophies by the Canadian Pacific Railway and are now the guests of the latter at the Royal Winter Fair at Toronto. The young people, who competed in clubs on Canadian Pacific lines in the West are: Vern Johnson and Oscar Gud-lagson, Alberta; Lorne Joynt and Fred Argue, Rouleau, Saskatchewan; Mamie Cernack and Grace Ewen, Kenton, Manitoba.

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French Canadian Travel Doubled

Heavy travel of French-Canadians to Europe and especially to France and Italy was one of the notable features of the 1925 St. Lawrence season, in the opinion of Laurent Turcotte, director of the French service of the White Star-Dominion Line. Nor has this movement ceased, he added, for there are still a number leaving Canada from the winter ports of Halifax and Saint John.

The number of French-Canadians traveling across the Atlantic is expected to be more than double that for last year. This is due, for the most part, to the priests, brothers and nuns who made pilgrimages to Rome in connection with the Holy Year celebrations, and also on account of the exhibition of Modern Ornamental Arts which was held in Paris. Another reason for the increase may also be attributed to the fact of the increased facilities for travel which were afforded by the Canadian shipping organization.

M. Turcotte, who has just returned from a trip to Rome, whither he conducted a party of Holy Year pilgrims, stated that travel conditions in France are greatly improved though they are not up to the pre-war standard.

The White Star-Dominion Line and associated companies have inaugurated special facilities at Cherbourg for the prompt handling of passengers disembarking from all their ships which include the operation of special boat trains from the dock to Paris. In the past, it is stated, passengers arriving in Cherbourg had to await the departure of regular trains for the French capital but, since the new arrangement has been put in force, they have been enabled to make the journey from Canada with a minimum of delay.

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Dr. J. M. Am. St. Louis, Mo., writes: "I have frequently used Minard's Liniment and also prescribe it for my patients always with the most gratifying results, and I consider it the best all-round Liniment."

C. A. King, M.D., also recommends Minard's in the following words: "I have used Minard's Liniment myself as well as prescribed it in my practice when a Liniment was required, and have never failed to get the desired effect."

MINARD'S LINIMENT

A "BUSINESS HEAD"

One day a creditor called on a man who owed him a goodly sum of money. The talk was friendly but firm. After confessing his faults, including his incurable habit of spending beyond his income, the man said: "I wish I had a business head like you!"

What is a "business head" anyway? Is it possible for anyone, except a man with a good business head, to live within his income? Can the failure honorably to meet one's obligations be excused because one lacks a business head? Is there something unusual about a man who is always able to pay his bills? Is he a little inferior?

Business men must get a little weary of being patronized and complimented by people who do not measure up to the standards of ordinary society. Recognition of virtues taken for granted in the humblest clerk does not increase a business man's self-esteem.

Perhaps it is true that those who follow the profession of business are inclined to be more scrupulously honorable than those who are not in business, but I doubt it. A first-class business man does pride himself on meeting all his obligations on their due dates. He tries to be fair and courteous on all occasions. Yet in none of these virtues does he excel thousands of other men and women, who have only their personal budgets to balance each month, and who have to count each ten-cent piece to make ends meet.

No, a "business head" implies something other than the prompt payment of bills, while the failure to pay bills indicates the lack of something more than a "business head."

The man who always owes money who always lives beyond his income, no matter what his income may be, who four-flushes his way through life, is neither a business man nor a gentleman. The business training of a lifetime will not cure this failing.

The man who disburses a billion dollars a year in the settlement of his accounts is no more to be admired than the plodding scrubwoman who pays her \$5 grocery bill each payday. I like the statement of Hamilton Fish:

"If you never break a promise, if you always pay the money you owe exactly on the day it is due, nobody will know but that you are worth a billion. And you will be just as good a risk as a man worth a billion, for all that he could do would be to pay promptly on the due date."

A recognized favorite with Everybody, when once tried

ORANGE PEKOE

A TEA OF UNUSUAL FLAVOR

The Natural Girl Is More Desirable

Than the Artificial One, Declared Dan Florence Whittemore.

Jazz garters, rolled stockings, hip sticks and obvious powdering were condemned at the Beverly High School by Dean Florence Whittemore in a talk to the girls.

Miss Whittemore told the girls that the thing to be aimed at is naturalness. The natural girl is more desirable than the artificial one, she declared, and put herself on record as being for the old-time dances.

Dances, she declared, can be cheerful and graceful. She also condemned silk dresses at school. School is a place to absorb education, no recreation, she said.

Dr. Whitman G. Stickney, school physician, addressed the girls on hygiene.

COUGHS

are Nature's way of showing rebellion against malnourishment or other conditions that reduce resistance and strength.

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nourishes and strengthens the whole body and helps overcome the tendency to take cold easily. Build up resistance with Scott's Emulsion.

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A risk as a man worth a billion, for all that he could do would be to pay promptly on the due date.

Crown Is Probing Young Fongere's Death at Sheshegan

In order to dispel any doubt remaining regarding the death in a patch of woods about one mile southwest of the town, of Louis Fongere, young son of John Fongere, of Sheshegan, a traveller for the Saint John wholesale grocery firm of King and McDonald, the Attorney-General's coroner has undertaken to clear up the case.

Provincial Constable Hawke, of Moncton, instructed by the coroner has been making a quiet investigation but so far as is known has not obtained any evidence to support a theory that young Fongere might have died as the result of receiving a blow from some person or persons.

The boy left home one afternoon after school last month to look at traps he had set in the vicinity of a camp he had built. When he failed to return at tea time his sister notified Chief of Police William Gunn who organized a band of about 40 young men to search the woods.

About 8.30 p. m. Louis Fongere was found lying face downward near the camp and almost beneath a slide, operated on a wire strung for nearly 100 feet between two trees. He was in a semi-conscious condition and unable to account for it. He died within two days in Hotel Dieu Hospital, Moncton, of a fracture of the skull.

A coroner's jury decided that the boy died as the result of a fall from the wire slide.

Every man longs for an opportunity to display himself—that's the reason it is easy to get men to march in a parade.

Westerners Show Mettle in East



For the first time in years a western rugby team has given a worthy display against an eastern team. The western senior champions have been completely routed year after year, but on Saturday, December 12, the Regina Patricias provided a real challenge to the supremacy of the east.

Playing against the Montreal Amateur Athletic Association rugby squad for the Dominion Junior Rugby Championship, the Patricias Junior Rugby Team of Regina, Saskatchewan, was defeated by a narrow margin of 6 to 4 after holding the lead of 4 to 1 for the first three quarters. In the final quarter the Montreal team sent Ayer into the field as a kicker and he managed to hold his own against husky Erskine, of the Patricias, who was the star player.

The M.A.A.A. managed to crash through the opposing line for a try. The game at the M.A.A.A. grounds proved a fine exhibition of Rugby despite the snow on the ground. The Regina Leader donated a cup to the winners. This is to be known in the future as the Regina Leader Trophy and is to be played for annually for the junior championship of Canada. Dick Gibson, of the

Leader, who accompanied the team, presented the cup to the M.A.A.A. squad at an informal meeting Saturday evening.

The Regina Patricias travelled to Montreal on the Canadian Pacific flyer the "Imperial" in charge of H. Wright, C.P.R. representative, and expressed their gratification at the fine accommodation afforded them so that they were able to take the field in fine condition. They returned to the west also on the "Imperial."

Here are the Pats, western junior rugby champions: Left to right, front row: D. H. Traynor, flying wing; R. Middleton, left half; E. Findlay, middle, substitute; F. Metcalfe, quarter; A. Ritchie, coach; A. Malcom, quarter, substitute; E. W. Fraser, Toronto; E. Fraser, half; N. Busch, snap. 2nd Row, left to right: D. Gibson, representing the Regina Leader; E. Elwood, substitute; R. Johnston, right middle; E. Shaw, substitute; G. Erskine, half; D. Johnston, outside wing. Third Row: Hoot York, left middle wing; G. Duff, left outside wing; O. Krizwiser, right half; J. Cramston, inside wing; W. McNamara, substitute; J. Crapper, inside; H. Wright, Canadian Pacific Railway representative in charge of the team.