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PRODUCT OF CANADA

THIS DOES NOT ALWAYS HAPPEN

John Swanson, who owns an apartment house in Jersey City, will not allow anyone to rent suites from him unless there are children in the family. In the 6-storey apartment houses there are 85 families, having 100 children, including several sets of twins and triplets. Adjoining the house is a 2 storey baby carriage garage, built for that purpose. Swanson has promised to give \$100 a year up to the 21st year to the first boy born in the house, and \$50 for the same length of time to the first girl.

Minard's Liniment Relieves Neuralgia.

BOOK REVIEW

Some interesting new books from the publishing house of McClelland & Stewart are before me. May a busy reviewer find a personal delight in the work, the delight that the general reader expects when he buys a volume? He surely will if he reads "The Ninth Vibration and other Stories" by L. Adams Beck. But I pray that the critical reviewers will keep their hands off this book. The tales are of India, of China, of Burma, and are full of the enchanting mysticism of the Orient. I do not criticise the Taj Mahal, nor do I permit the most astute scholar to point out to me faults or merits in poetry that has captured my spirit. Our best homage to a work of beauty is to bring it to the incense of our humility. Most gladly and gratefully therefore I bring this incense to Mr. Beck's new book; I lived in a magic and ideal world while I was reading it. I am proud that it was published in Canada.

Those who have read Arthur Stringer's "The Prairie Mother" will be glad to meet Dinky-Dunk and Chaddie McKail again, with their offspring in "The Prairie Child". Because their tongues are clever and biting, and because they are both very human, they keep the reader breathlessly interested in their quarrels throughout the book until, a few pages from the end they faced their Great Divide, "the forked trail that veered off East and West into infinity". In spite of the mother's passion for the young Dinky, whom we would suspect from the title to be the hero of the book, the precocious, sombre tempered child excites one's interest less than his parents do. There is tragedy in the story, but there is nothing morose. The writer of this review spent fully five minutes trying to determine whether the tale had a "happy ending", but on this point she is still in doubt. Let every reader decide for himself. The book is sure to have a wide circulation, for all Canada has succumbed to Arthur Stringer's virile and fascinating pen.

"Points on the Compass" is the title of a volume of poems

by Lavern Churchill. The reviewer hesitates to offer a perfunctory criticism of poetry. By what standard shall we judge a poem? Only, I think, by our apprehension of the sublime and beautiful, only by our certainty that God has spoken to us with the same majesty and beauty that He has to the poet. In this critics have always fallen short. They found Shakespeare barbarous, a violator of the unities; they said that Keats was mawkish, that Browning was obscure. They have never succeeded in fixing standards of metre and diction; the true poet takes language as his instrument and plays upon it as he will. Real poetry is to be loved, not criticised. In various metres Mr. Churchill tells what he sees and what he feels of life and love. His patriotic poems charm me most, but in all he shows the quick and various imagination of the Canadian poet.

I am sure that all Canadians, no matter what their denominational preference may be, should be interested in that noble book by Archdeacon W. J. Armitage, "The Story of the Canadian Revision of the Prayer Book". The author who was Secretary to the Revision Committee, brought to the work keen scholarship and all a Churchman's reverence, but he was not afraid to give his sense of humor lawful play. The book is doubtless the most important contribution to liturgical history ever made by a Canadian writer, and will be a sine qua non for all students of Canadian Church History. It is a most welcome accession to the Library of Acadia University.

MARY KINLEY INGRAHAM
Librarian, Acadia University,
July 27, 1922.

HEREDITY

Two British farm laborers were discussing the wisdom of the present generation. Said the first, "We be wiser than our fathers was and they were wiser than their fathers was."

The second after pondering and gazing at his companion, replied: "Well, Garge, what a fule thy grandfather must'a been."

Minard's Liniment for Dandruff.

THE COOK ROOM

SNOW CAKE

One half cup butter, 1 cup sugar, 2 egg whites, 1 cup milk, 1-2-3 cup flour, 1 level teaspoon baking powder. Cream butter and sugar with 1 teaspoon vanilla. Beat egg whites to a stiff froth, and add. Sift flour and baking powder together. Add first mixture alternately with milk. Bake in a moderate oven 45 min. Cover with boiled frosting.

RHUBARB PUDDING

One pint rhubarb sauce, 1 pint bread crumbs, 1-3 cup melted fat. Mix the fat with the crumbs, range the rhubarb and the crumbs in alternate layers, having a layer of crumbs on top. Sift cinnamon and nutmeg over the top, and bake the pudding until it is brown in a moderate oven.

BEETS STUFFED WITH MEAT

Take several large beets which have been parboiled and skinned, cut a slice from the top of each and scoop out the centre of the beets; chop fine the portion which has been removed together with an equal quantity of cold cooked lamb or veal; add an egg and seasoning to taste. Mix well and refill the cavity; replace the tops and set in a slow oven for 10 to 15 minutes.

SPANISH HAM AND EGGS

Cut stale bread into 1/2 inch slices, and soak until soft in one cup of milk mixed with one beat-

en egg. Fry a delicate brown on a well-buttered griddle. Mix 1 cup of minced ham and 1-3 cup of soft bread crumbs with cream to moisten, or with the remaining custard. Heat it and season with cayenne. Spread this mixture on each slice. Cook several eggs in water just below the boiling point until firm enough to keep in shape, after removing the shell. Put a whole egg on each slice and serve at once.

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Montreal as a Transportation Centre



(1) Place d'Armes Square and St. James Street, Canada's most important financial centre.
(2) Old stone tower that about 200 years ago were built as part of the outer protection of Montreal now overlooks St. Catherine Street, in what is Montreal's most exclusive residential district.
(3) Another bit of old Montreal, the Nelson Memorial; a small copy of the Trafalgar memorial in London. It was erected over 100 years ago.

THE recent celebration of the Centenary of the Montreal Board of Trade has recalled to memory the source of that city's original growth. A hundred years ago Montreal was the port of this Continent for the merchants who shipped to England the harvest of skins gathered by the trappers of the North-West in exchange for British money and goods; it was the half way station between the fur-trading posts of the far interior and the markets overseas. The farming settlement of the West and the development of industries in Eastern Canada have changed the character of the traffic, and instead of the old sailing ships we have the coal and oil burning steamers of today, but the strategic strength of Montreal as a transportation and trading centre is still essentially the same. It is a terminal at a port on a waterway which is the natural gateway into the interior of the North American Continent.

The canoes and bateaux of the old fur traders have given place to powerful locomotives capable of hauling a hundred or more forty-ton freight cars over a track of steel, and to transcontinental trains running from Atlantic to Pacific, just as the schooners of Quebec were the fore-runners of the great modern fleets of merchant steamers on the St. Lawrence.

There has been a tendency in some minds to think of railways rather as engineering undertakings than as merchandising organizations. Yet a railway depends for its prosperity chiefly on the traffic it can develop and that traffic is stimulated in so

small degree by railway officials whose business it is to know the markets for whatever their country can produce. Their knowledge is indispensable to the farmer or manufacturer, and if they can add to that knowledge the service of adequate transportation, the railways to which they belong keep their freight cars moving. In a country such as Canada which depends for its existence so much on export, the natural merchandising headquarters are at its chief terminal and port, and under existing circumstances the most generally convenient centre for the interchange of such ocean-borne and rail-borne produce and goods as Canada markets in, or buys from Europe is certainly Montreal. Conditions of course may change, but the steady growth of Montreal as a transportation centre over a period of a hundred years without artificial stimulus or Governmental favoritism is an indication that its prosperity has come to stay. The two-fold interest of Montreal in ocean traffic and in land transportation has no doubt had its influence on the policy of the Canadian Pacific Railway Company, which from its inception has been closely identified with Montreal men. That Company has become, so to speak amphibious, equally at home, at sea, and on land. Its fleet upon the high seas now exceeds 425,000 tons in spite of the loss of many fine steamers such as the Calgarion during the Great War, no less than 150,000 tons having been added during the past year. Its railway tracks, owned and controlled, now total 19,975 miles with an equipment of 3,355 locomotives, 3,750 cars in passenger service, and 90,548 freight cars, while it has

in Montreal the immense Angus Shops where locomotives, cars and indeed complete trains fully equipped in every detail are constructed with highly skilled labor recruited in Montreal.

But Montreal is becoming more than a port for Canada alone. It is assuming an international importance by reason of the fact that via its harbor lies the quickest and most comfortable way to Europe for those Americans who live in the Middle West. Canadian business stands to gain greatly by the growing popularity of the St. Lawrence route to Europe, and the C. P. R. is the great factor in developing this business. Fast trains from Minneapolis, St. Paul, Chicago, and Detroit enter Canada at Windsor, and after crossing Southern Ontario give guaranteed connection with the palatial Canadian Pacific "Empress" steamers bound for Cherbourg, Hambourg, Southampton and Liverpool. The great attraction for Americans in the St. Lawrence Route is the shortening of the open sea journey. For two days the ship slides down the placid waters of the St. Lawrence river, the banks of which are as rich in historic association as in natural beauty, and the opportunity to visit the famous old cities of Montreal and Quebec, as well as something of Canadian life in Ontario gives another added attraction to the journey.

Similarly special trains run from the middle Western States give guaranteed connection with C. P. R. steamers on the Pacific bound for the Orient, and are helping to build up the port of Vancouver—E. W. Seater.

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The Train Service as it Affects Wolfville

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8.16 a.m.

No. 95 From Halifax, arrives 10.05 a.m.

No. 98 From Yarmouth, arrives

3.20 p.m.

No. 97 From Halifax, arrives 6.17 p.m.

No. 99 From Halifax (Tue. Fri. Sun.)

arrives 12.18 a.m.

No. 100 From Yarmouth (Mon. Wed., Sat.), arrives 4.28 a.m.