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Children Cry for Fletcher's

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THE LUMBER INDUSTRY

HOW WAR CONDITIONS HAVE AFFECTED THE DEMAND.

The Trade in Ontario Picked Up in the Past Two Years, But Quebec's Output Was Below Par — From the Pacific Coast Come Reports of Increased Activity.

FOR over two years after the outbreak of the war the lumber trade of Ontario remained below normal, but considerable activity then developed with the increasing demand for military and manufacturing purposes, prices advanced and a steady improvement set in which has continued throughout the greater part of the past season. As predicted in 1916 the scarcity of labor, high wages and the greatly increased cost of supplies tended to curtail the cut of logs, with the result that the output in the Georgian Bay district was much reduced in 1919. The first six months of the year were active ones, with a strong demand from the United States as well as from the home trade, principally for munition and other purposes, with the result that dealers in western Ontario are carrying over lighter stocks than in the previous year.

The cut of lumber last year in the Province of Quebec was from 30 per cent. to 40 per cent. smaller than that of 1916. Unfavorable logging conditions last winter, together with the great scarcity of labor, contributed to the decrease. Another reason is that a number of firms which ordinarily manufacture both lumber and pulpwood have been concentrating all their energies on the latter.

The position of the lumber industry at the present time is unsatisfactory as far as the manufacturer is concerned, owing principally to labor conditions and to the excessively high cost of everything used by the lumberman. The effect will be to curtail logging operations again this winter and to reduce the output of lumber for 1918. The export trade to Great Britain has been very light owing to the lack of tonnage. There has been a good demand for Canadian lumber in the United States, but shipments to that country have been hindered by the car shortage. The market in Canada for manufactured lumber has been quiet on account of the inactivity in building operations and the temporary falling off in the demand for munition boxes. The demand for lumber, however, has been better than in 1916 and prices have ranged from 20 per cent. to 30 per cent. higher.

There were no forest fires of consequence during last year in the Maritime Provinces. The lumber cut in these provinces in 1916-17 was estimated at 700,000,000 feet, or about 25 per cent. below the average of the past six or seven years. The cost of production was 40 per cent. greater than the average for the same period, nevertheless the manufacturers were able to make deliveries of lumber at a profit. The cost of spruce deals alongside a vessel in a Maritime Province port cost about \$12 per thousand and were sold for about \$15. Last year the cost was \$15 and the selling price \$21. The manufacturing cost of boards and scantling is, as a rule, about 10 per cent. more than that of deals, and the selling price is generally about \$2.50 per thousand feet less, except in the case of good pine boards. The latter are worth at the time of writing about \$20 per thousand loaded on cars for export to the United States. It was impossible this year to ship deals to England on private account, excepting in small odd steamer lots, and early in the season, by sailing vessels.

After agriculture, the only two important industries, as yet, in the prairie provinces are lumbering and coal mining, and while the proportions in relation to agriculture are significant, spruce lumbering contributes appreciably to the prosperity of the northern districts of all three provinces.

With the cessation of building operations after the commencement of the war, the lumbering industry suffered a severe setback lasting for about two years, but with good crops and high prices for agricultural products a strong demand set in for lumber for farm uses, and during the past two years the sawmills and lumber yards have experienced a marked return of prosperity. The cut for 1916-17, which would probably show some increase over the preceding seasons, is not yet ascertainable. The figures for the previous year are as follows:

	Feet.	Value.
1912-13	231,223,000	\$3,463,843
1913-14	146,571,000	1,903,933
1914-15	123,196,000	1,674,270
1915-16	160,336,000	2,304,226

In the British Columbia lumber industry the improvement reported over 1916 was more than maintained, and although the demand has now slackened considerably, the feeling is distinctly encouraging. The output of the coast mills was about normal as compared with the 50 per cent. cut of the previous year, and the selling price of common lumber has been about \$5.25 over the price prevailing in 1916. The production of the year is estimated at 1,250,000,000 feet, an increase of 25 per cent. over 1916. The consumption has been almost exclusively either local or for export eastward. As only the very best quality of spruce can be utilized for the manufacture of aeroplanes, it is feared that the large quantity found unfit for this purpose will glut the market. Fortunately stocks on hand are about the same now as in 1916, when they were the lowest for several years. The Queen Charlotte Islands, where there are large blocks of standing spruce, are coming into the field as producers, and several new mills are being erected.

State of Ohio, City of Toledo, Lucas County, ss.
Frank J. Cheney, being sworn that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATTARRH CURE.

FRANK J. CHENEY.
Sworn to before me and subscribed in my presence, this 6th day of December, A.D. 1918.
A. W. GLEASON,
Notary Public.
Hall's Catarrh Cure is taken internally and acts through the Mucous Surfaces of the System. Send for testimonials, free.

Sold by all druggists, etc.

SAFEGUARDING INDUSTRIES.

Some of the Problems That Face Our Nation.

Very serious difficulties confront a number of industrial enterprises as a result of the embargo placed by the United States upon certain classes of exports which they require in large quantities. With a view to removing some of these difficulties, a representative delegation of Canadian manufacturers has urged the Government to establish a War Industries Board for the purpose of conciliating as far as possible the importation of essential raw materials. With this proposal, committees representing various industries will co-operate in supplying the necessary technical information. It is hoped, says the Canadian Bank of Commerce, in its circular through such board to the authorities at Washington directly, and thus to eliminate official delays. The difficulties are very real, and affect the entire fabric of Canadian industry.

Another difficulty, not less grave, is the delay incident to the inefficient transportation facilities. Not only does this apply to the distribution of factory products, but also to the movement of the raw materials required to keep industrial plants in operation. During the past winter lack of fuel has caused immediate consequences of inefficient transportation — caused many factories to close down. A spell of unusually cold weather necessitated the diversion to domestic use of fuel intended for industrial purposes. To grapple with the situation the Canadian Railway Board is asking the Government to permit drastic measures to be taken, one of which is to tear up the rails on non-essential lines, so that they may be used on lines upon which traffic might be heaviest.

The plans for making the Dominion self-contained with regard to shipbuilding are expected to provide a sound basis for the revival of a valuable industry, which had declined to negligible proportions as a result of European competition. Practical shipping men do not expect the return of normal conditions until three or four years after the war, and the policy of subsidizing dry docks and shipbuilding for a time, and permitting free entry of necessary materials is regarded as likely to ensure the permanency of this industry on a considerable scale.

Has Hand-Written Bible.

Hugh Russell, of Notre Dame de Grace, Que., is the reverent possessor of what is one of the most wonderful books in the world. It is a copy of the Bible written entirely in his own hand, and is now bound, is not larger in size than the old style family Bible. It is beautifully written, too, bearing evidence in every word of an infinite patience and reverence, recalling the work of a medieval monk. It is certainly a wonderful piece of calligraphy throughout. Mr. Russell is very modest about his achievement. "No, I am not a scribe," he said, "I am only an ordinary commercial traveller — a knight of the road — but I was brought up by godly parents, both of them being still in Montreal, and I have love for the Book of Books. 'People should turn to the Bible to-day, and maybe my work may help a little bit in that direction. Yes, it is a really neglected book and some steps should be taken to have more attention paid to the Book of Books, in which this great conflict is assuredly foretold.'"

Mr. Russell, who is a Presbyterian Scotsman, began his work in 1894 and finished it on St. Andrew's Day, Nov. 30, 1916.

The work was done in odd moments of leisure, although more than half of it was done since the present war began.

It is written in what Mr. Russell himself calls "peculiar handwriting," almost half printing. It is perfectly legible, and, says Mr. Russell, "without making any boast, I would be willing, if I had money, to offer \$100 for every error or omission anyone could find in it." There are altogether 1,987 pages, the New Testament taking up 471 of these. There are double columns on each page; it was written in sections of twenty-four pages each.

World's Strangest City.

The most curious of cities consists of wooden huts on wheels, to the number of about one hundred and thirty, which, when the season arrives, are rolled on to the ice on Saginaw Bay, Lake Huron. The population of this city without a name is about five hundred. Each hut is fitted with cooking utensils, hammocks, and a stove, and is occupied by three men, whose business is to follow a peculiar method of fishing.

In the centre of each hut a hole, about a yard square, is dug to the water. One of the fishermen then takes a live fish of the herring tribe, and after fastening it to a piece of pack-thread drops it into the water. The fish dashes away as swift as an arrow until it is pulled up by the thread, when it returns towards the hole followed by a host of pike and other fish desirous of feasting on the dainty morsel. Besides the hole stand the fishermen, harpoon in hand, waiting the arrival of the pursuers, who are received with thrusts of the four or five-pronged instrument, which rarely fails to bring up some writhing victims.

Some huts can show two hundred or more of fine fish at the end of the day's work. The most weird appearance of this city is at night, when the fishermen prosecute the work by the light of torches, which, as is well known, attract fish without the aid of the herring bait. The flaming torches and the shadows of the men leaning over the holes make a strange spectacle. If fish are not abundant in the spot chosen the hut is wheeled to another site.

Wind whipped \$57 in bills out of the hand of Mrs. Mary Guis, of Shepperton, Pa., and not a dollar was recovered.

Children Cry for Fletcher's

CASTORIA

A ROYAL Betrothal.

Japanese Crown Prince Is Engaged To a Princess.

The engagement of Princess Nagako, eldest daughter of Prince and Princess Kuni to the Crown Prince of Japan was formally announced on Jan. 17, although the official statement of it was not issued until April 29th, the seventeenth birthday of Prince Hirohito, heir to the throne. Princess Nagako, the Imperial fiancée, celebrated her fifteenth birthday on Feb. 6th, this year. She is now a pupil in the third-year class of the Peer College, and is known as one of the prettiest young princesses of the Imperial Court. Her father, Prince Junishi, Kuni-no-Miya, is Lieutenant-general in the Japanese army and commander of the Fifteenth Division, Toyohashi. Born in 1873, he entered the military service in his teens and was attached to Gen. Kokoi's staff during the Russo-Japanese War as a major of infantry. From 1907 to 1910 he travelled through Europe, studying military affairs in Germany and other countries. The fiancée's mother, Princess Chikako, is the seventh daughter of the late Prince Tadayoshi Shimadzu, one of the greatest feudal lords of the pre-Feudal era. She was born in 1879 and married to Prince Kuni when she was thirteen years old. She travelled in Europe with her husband.

In Japanese history there are many precedents for creating a Crown Princess, or the future Empress, from among the daughters of the Imperial family. But up to the present date, says the Japan Advertiser, it has been almost the common custom to select the Crown Princess from the daughters of the Gosekko, the five noble families of Ichijo, Kujō, Sanjo, Konoe and Takatsukasa, from whom every Prime Minister of ancient Japan was to be appointed. The late Dowager Empress was the daughter of Prince Ichijo, and the present Empress is the daughter of Prince Kujō. The unexpected happening and the engagement being decided, Baron Hatano, Minister of the Imperial Household, visited Prince and Princess Kuni on Jan. 14th for the transmission of the Imperial judgment.

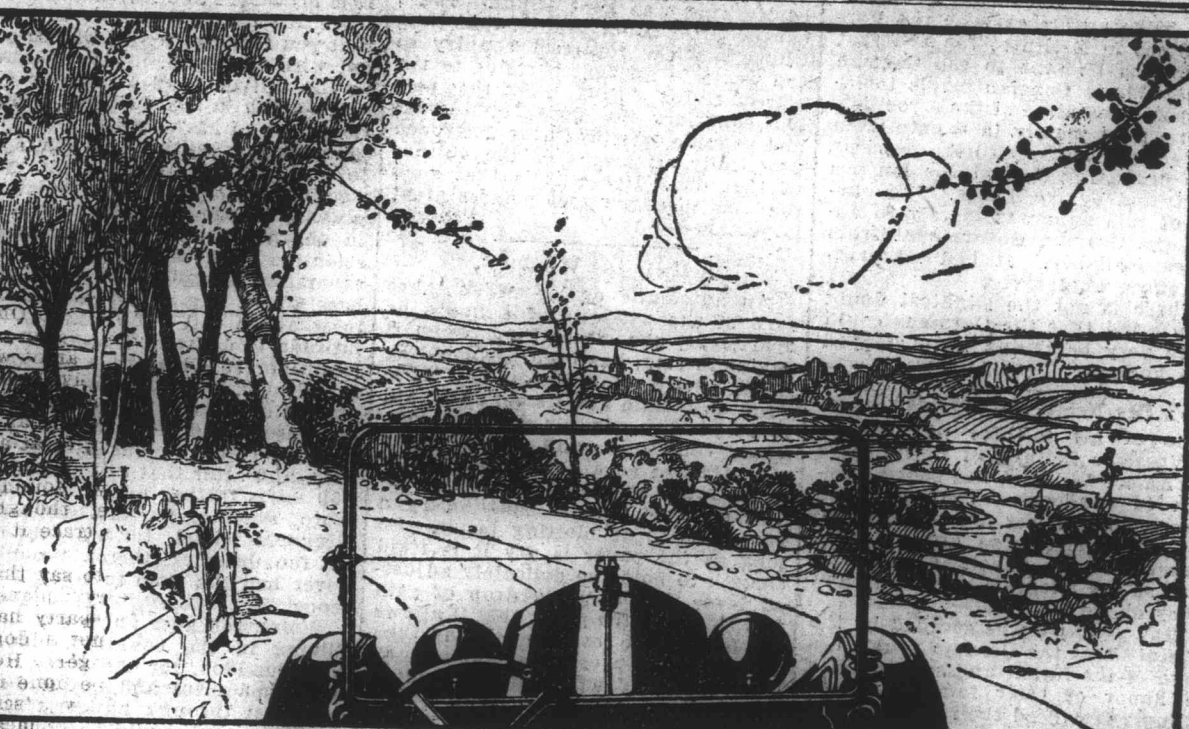
Their Majesties the Emperor and the Empress received in audience Prince and Princess Kuni, where congratulations were exchanged. — East and west news

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