

Here and There

Liverpool. — Atlantic liners are finding there is a run on the ship's library. Over 4,000 books are distributed amongst the Canadian Pacific liners alone, and reading on board has become so popular that, in addition, bookstalls with all the latest magazines have been installed on all the Canadian Pacific passenger steamers.

London, Ont. — John Anderson, well-known C. P. R. conductor, has retired on pension. Mr. Anderson entered the service of the Canadian Pacific as a trainman on the London division on May 14, 1881, was promoted to a freight conductor in 1884 and promoted to passenger conductor on June 1, 1887, which position he has since held.

Toronto. — Remarkably quick time was made by a special train traveling between Montreal and Toronto recently. Carrying a large number of students from Dalhousie and McGill Universities the train left Windsor Station at 10:37 a.m., and arrived in Toronto at 5:35 p.m., thus covering the distance of 338 miles in 6 hours, and 58 minutes. A storm was raging during the trip.

Banff. — Probably more world famous men have played on the golf course at Banff Springs, Alberta, Canada, in the Canadian Rockies, than on any other single golf course in the whole world.

The picturesque course at Banff, situated as it is among the glaciers high up among the peaks of the Canadian Rockies, outstrips all rivals for scenic beauty and has been called the "Golf Course in the Clouds." Any traveler from any part of the world makes it certain that he sees the Canadian Rockies before completing his visit to the American Continent, and if he plays golf at all he is sure to combine his scenic viewing with a round or two of golf on the "Golf Course in the Clouds." To tell of a list of the world famous men who have played golf at Banff is to read a list of "Who's Who" in world affairs.

The Canadian National Park Branch of the Department of the Interior reports over 5,000 persons as having played over the golf course in Banff National Park during the season recently closed, and many prominent visitors from nearly every corner of the globe went over the links. Those who golfed at Banff during the latter part of the season included His Excellency Baron Byng, Governor-General of Canada; Mr. Calvin Coolidge, Vice-President of the United States; Sir Lionel Guillemerde, Governor of the Straits Settlements; Baron Sanberg, of Holland; Premier Greenfield, of Alberta; and Rodney C. Wood, Chief of Scout Representative of England.

Cranbrook, B.C. — Children, more especially children of school age, should be warned to keep clear of railway tracks, particularly at this season of the year when the snow is deep and a slip of the foot may result in a fatal accident. Cranbrook parents should offer some advice to their offspring about their playing around the Canadian Pacific Railway tracks. A serious accident recently happened at Vernon to a child playing along the railway right-of-way. The Vernon News had the following editorial comment:

"The accident on the railway track last week was not unexpected by those who have watched with much concern the school children who so carelessly walk across and along the tracks. The little victim, however, was not a scholar and it was perhaps his first visit to the railways, but nevertheless the boys and girls are much too careless when near the tracks. Parents and teachers should continually impress upon the youngsters the danger of playing near the trains. Time after time the trainmen have chased the kiddies off the right of way but they keep coming oblivious to the danger. Safety first is the best policy and parents and teachers should be most emphatic in warning the boys and girls. There is only one way for them to be safe from danger and that is to keep away from it."

Liverpool. — Wm. John Sergent, the superintendent engineer of the Canadian Pacific Steamships, Ltd., recently retired from that position after a sea-going career of 54 years, the major part of which was passed with Liverpool companies. With the object of showing the esteem and respect in which he is held by all those who have been associated with him for so many years, a very happy gathering took place on the C. P. liner Montcalm, at Liverpool, when Mr. Sergent was the recipient of some very handsome presents. They consisted of a combined solid mahogany bureau and bookcase, and a specially fitted-up gentleman's double wardrobe, while Mrs. Sergent was presented with a choice gold bar brooch set with diamonds. These are the gifts of the sea-going and shore staffs of the C. P. S. S. Co. and the C. P. R. Co., and were presented through the medium of Captain J. V. Forster, Liverpool manager of the C. P. S. S. Ltd., in the presence of all the chief officials, personal friends, business colleagues, officials of the Board of Trade, and of the shipping registration society.

MADAM LAVAL'S Cotton Root Compound Tablets A RELIABLE REGULATOR

These Pills are compounded with the greatest care from the most reliable remedies known to science, such as are being used with much success by the most celebrated physicians known. They are a specific for the distressing disorders to which the female constitution is liable. Price \$2 a box, No. 2 (much stronger) \$3 a box. Sold at all drug stores, or by mail from Laval Drug Co., St. Catharines, Ont.

CHANTRY

Chantry, Jan. 9.—William Gibson, who has been ill for the past few weeks, is able to be out.

Miss Velma Dancy, who spent the holidays at her home here, has returned to Ottawa.

Mr. and Mrs. Ross Grey, Almonte, visited at John Davis.

Murray Stevens has installed a radio receiving outfit in his home.

Miss Beatrice Trotter, who has been a probationer in the Kingston General hospital for the past three months, has passed the recent examinations with honors, standing second in a class of fifteen.

Mr. and Mrs. S. K. Davis left this week to spend the winter in Winnipeg.

CROSBY

Crosby, Jan. 13.—Since the recent snow storms sleighing has been very good.

The Farmers' club held a business meeting in the hall on Tuesday evening.

Mrs. William Spaidal, with her children, is visiting her sister in Montreal.

The Women's Institute held its regular meeting in the Hall on Thursday afternoon. The next meeting will be held at the home of Mrs. Ellsworth Rowswell, Clear Lake.

Mrs. William Cooper and son, Joseph, Lansdowne, are spending a few days with her son, W. E. Cooper.

K. E. Brown and Arthur Welch motored to Prescott on Sunday last.

Percy Gifford made a business trip to the village to-day.

Miss Winnie Mustard is spending a few days with her aunt, Mrs. E. Baker.

Miss Grace Church, Westport, is spending the week-end with her parents here.

Milk is being delivered three times a week to Laing's receiving station here.

ELGIN

Elgin, Jan. 9.—The snowfall of Monday last was a most welcome boon as splendid sleighing is now enjoyed.

It has been announced that Rev. Dr. Trueman, of Toronto, will occupy the M.E. pulpit here on Sunday morning, the 21st inst., and will conduct the annual educational service.

George and James Howard visited their mother in Kingston on Saturday last and report she is recovering slowly.

Mrs. William Charland is indisposed with a heavy cold.

Miss Eva Coon returned to her position in Sarnia on Saturday last.

Jack Fahey was quite ill last week with an attack of appendicitis.

Robert Taylor has severed his connection as salesman in J. R. Dargavel's store and returned to his home in Chantry.

An interesting game of hockey was played here on Saturday last when the home team contended with the Lyndhurst boys, the latter winning by 2-1. A carnival will be held on Friday night, the 12th inst.

The December meeting of the Women's Institute was held at the home of Mrs. A. L. Campbell. At the meeting \$25 was voted to the Armenian fund and \$25 to the Northern Ontario fire sufferers for Christmas cheer for the children. The rollcall, "An Earliest Remembrance," was answered by nearly all present, who numbered about 35.

A paper was given by Miss Jean Dargavel on "Popping the Question." Mrs. Guy Halladay gave a paper on "District Nursing." Instrumental music was furnished by Miss Kerr, after which an apron parade took place, giving the members different ideas for making aprons. Lunch was served at the close of the meeting.

The January meeting was held at the home of the president, Mrs. Fred Stevens. The secretary stated that the matron at the Athens House of Industry finds it hard to get a seamstress when necessary, and the Institute thought it wise to send to the institution for material and do some sewing for them. It will be remembered that this Institute did sewing last winter for the Athens institution, furnishing material for night robes, etc. The rollcall, "Ways of Using Cheese," was answered by nearly all. Instrumental music by Mrs. J. E. Sullivan and a paper on "Making Faces," by Mrs. P. A. Smith, brought the meeting to a close, after which lunch was served.

MAITLAND

Maitland, Jan. 9.—W. S. Giffin had the misfortune to catch his hand in the litter carrier, causing painful injuries.

There was no service in the Methodist church on Sunday night owing to the severe cold.

Miss Bernice Wilson, of Clifton Springs, N.Y., is visiting her sister, Mrs. Donald Giffin.

The many friends of Miss Evelyn Kearny, teacher in the village school, regret to hear of her serious illness and hope for a speedy recovery.

Austin Fox is on the sick list. Arthur Bradley was a guest at A. Young's on Sunday last.

MORTON

Morton, Jan. 10.—James Hudson, C. Earl, F. Booth and H. Lanning went to Elgin to attend the council for the New Year on Monday.

The Women's Institute met at Mrs. B. N. Henderson's on Tuesday afternoon.

Clifford Earl attended the Orange district meeting at Seeley's Bay Tuesday evening.

Little Arnold Burch is on the sick list.

Whooping cough is prevalent in the village.

E. Lake, Battersea, is visiting at H. York's.

Charles Hill, Neil Somerville and Harold Somerville are better of their colds and are able to return to High school at Lyndhurst.

James Hudson had the misfortune to cut his knee with the axe while felling a tree.

Mrs. H. Wykes still makes professional calls at Mrs. S. Jacobs' and Mrs. H. Dean's.

Mrs. J. Coon is on the sick list.

Jack Smith is home from the west, calling on his sisters, Mrs. J. N. Somerville and Mrs. Minor Sweet, Seeley's Bay.

George Roantree has closed the cheese factory after a long season.

Mrs. Barker, New Ontario, visited friends in the village.

Mr. and Mrs. G. Roantree visited at Harry Johnson's, Leeds, on Sunday last.

FAIRFIELD

Fairfield East, Jan. 8.—Miss Hazel Manhard has returned home after having visited friends at North Augusta and Gosford.

Miss Helen Bissell, Algonquin, visited Miss Enid Manhard last week.

Mrs. G. Young, of Brockville, spent the week-end with her mother, Mrs. Forrester, who is seriously ill.

Mr. and Mrs. Fred Spicer and son, Lorne, and Mr. and Mrs. W. Spicer spent New Year's at W. Manhard's.

Mrs. C. Kelsey, of Manhard's spent Thursday at Willis Manhard's.

Mr. and Mrs. George Manhard spent Thursday evening at D. Manhard's.

C. Love, of South Augusta, spent Thursday evening at Jesse Manhard's.

Miss Annie Clark returned home Friday after spending several weeks with her daughter, Mrs. Manney, of Pyrites, N.Y.

Mrs. J. Glazier, of Brockville, spent the week-end with her sister, Mrs. Manley Field.

Van Allen's Corners

Van Allen's Corners, Jan. 9.—Miss May Van Allan and friend, Miss Nan Mathewson, of Heckston, arrived home on Friday after having spent a few days with friends in Ottawa.

Mr. and Mrs. W. Bennett, of Heckston, spent Tuesday with Mr. and Mrs. S. Brown.

Robert Forsythe, of McReynolds' Corners, spent Monday with J. Porter.

George Beggs was a recent guest of his niece, Mrs. H. Tooley, at Patterson's Corners.

Mrs. J. Magee and daughter, Leila, of Cardinal, spent the holidays with the former's daughter, Mrs. R. W. Smail, jr.

Clifford Steed and sisters, Gertrude and Dora, of Roebuck, spent Sunday with their sister, Mrs. J. A. Porter.

Mrs. E. Bouvier and son, Gordon, returned to their home in Toronto on Monday after having spent two weeks with the former's parents, Mr. and Mrs. James Tait.

Miss Beatrice Blair has returned home after having spent several weeks at Millar's Corners with her sister, Mrs. G. Hunter.

Kenneth Thorpe, of Hurburt, was a recent guest of friends here.

Mr. and Mrs. W. Cater spent Monday with friends in Kempville.

Roland and Eldon Imlie, of Oxford Station, were recent guests of their aunt, Mrs. A. Selleck.

J. Beggs has returned to Oxford after having spent a couple of weeks with his brother, G. Beggs.

Andy McGovern of Oxford Station, spent Monday with James McGovern.

Mr. and Mrs. R. G. Brown were at Manotick on Wednesday to attend the funeral of Mrs. Brown's father, Mr. Hawkins.

Mr. and Mrs. A. McRae spent Saturday in Spencerville with their daughter, Miss Annie McRae.

Mr. and Mrs. Alex. Brown spent Monday at Spencerville with their daughter, Mrs. H. Cook.

A number from here were at Heckston on Monday to attend the funeral of Hugh McDowell, of South Gower.

South Augusta

South Augusta, Jan. 9.—Owing to unfavorable weather conditions, the January meeting of the Women's Institute was postponed. The next regular meeting will be held at the home of Mrs. J. Throop on Wednesday afternoon, February 7.

Mr. and Mrs. David Murray, Montreal, spent the Christmas holidays guests of Mr. and Mrs. R. M. Osborne.

Mr. and Mrs. H. Howe, Brockville, spent a few days during the holidays at the home of Mr. and Mrs. George H. Dudley.

Miss Edna Osborne has returned to Ottawa to resume her studies at the Normal school.

Miss Etta Nichols, Smiths Falls, spent New Year's at the home of Mr. and Mrs. H. Caldwell.

Mr. and Mrs. Leonard Smith, Fitzroy Harbor, who were recently married, were guests of Mr. and Mrs. R. M. Osborne one day last week.

Mr. and Mrs. Albert McMullen, Misses Nina and Thora Sunderland and Joe Scott, of Garrenton, were Sunday visitors at H. Caldwell's.

Toledo, Jan. 9.—Miss Adella Whiting has fully recovered from her recent illness, while Mrs. John White is steadily gaining and hopes soon to be around as usual.

In last week's issue in describing the farewell party given at Mr. and Mrs. Howard Johnston's, Kinch's district, for Miss Margaret McCoy, on the eve of her departure to train as a nurse, it read: "During the course of the evening a purse was presented to Miss McCoy, from her friends of the church and Sunday school," and it should have read "and of her own neighborhood," for her friends of her own district, of all denominations, very generously gave, a fact which was greatly appreciated by Miss McCoy.

J. O'GRADY

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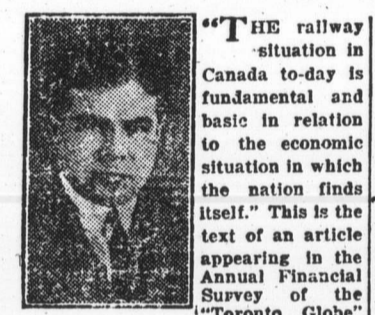
GEORGE W. LEE Issuer of Marriage Licenses Clerk of the Village Athens - Ontario HAS OPENED UP BUSINESS ON WILTSE ST. MISS E. WHALEY Wishes to inform her friends that she will open up a DRESSMAKING SHOP at her home on Wiltse Street, through the winter months and will also take orders for SPIRELLA CORSETS ranging in price from Three Dollars up

Electric Restorer for Men Phospho restores every nerve in the body to its proper tension and restores vim and vitality. Premature decay and general weakness averted at once. Phospho will cure 228 new cases. Price \$3 a box, 75c per box. Sold at all drug stores. Dr. St. Catharines, Ont.

The Leeds Farmers Co-Operative Limited Victoria Street Athens Have in Stock: Flour and Feeds Cane Mola Beef Scrap Blood Meal Coal Oil (best on market) At Lowest Prices Highest Market Price Paid for Eggs. Your Patronage Solicited

CANADIAN PACIFIC RAILWAY PRESIDENT POINTS WAY TO LOWER FREIGHT RATES

E. W. Beatty Says They Can Only Be Effected Through Increased Railroad Traffic and Lowered Operating Expenses—Greater Population the Answer to the Problem—Better Times Foreshadowed by Heavier Freight Traffic.



E. W. BEATTY, President Canadian Pacific Railway.

"THE railway situation in Canada to-day is fundamental and basic in relation to the economic situation in which the nation finds itself." This is the text of an article appearing in the Annual Financial Survey of the "Toronto Globe" from the pen of E. W. Beatty, K.C., President of the Canadian Pacific Railway. The article deals in an exhaustive manner with the railway situation and points the way to a correction of the difficulties that beset the country and bar the way to national progress. Mr. Beatty draws attention to the fact that owing to long railway hauls over thinly populated districts, comparatively high freight rates might reasonably be expected, which is made apparent by the fact that Canada's railway mileage is 443 miles per each 100,000 of population as compared with: New South Wales, 326 miles; Victoria, 325 miles; India, 115 miles; United Kingdom, 51.4 miles; and the United States 251 miles.

This condition of affairs, Mr. Beatty points out, is hard on the railways, and no less disadvantageous to the commercial and financial life of the Dominion. Money spent in hauling the products of industry to their place of consumption is a tax upon production, or at least an addition to the cost of production. Thus Canada as a land of long railway hauls stands handicapped in the race to become the world's granary, and the development of her domestic trade must suffer through the cost of transportation.

The article goes on to say—the railways of Canada could not rest content to see a condition of stagnation or arrested development in national life. They have not so stood aside in the past. Canada has to thank the men who planned and built her railways for much of the growth that has placed her in her present high position among the nations. The country must be assured of adequate and progressive railway service at a price equitably based on operating costs. It is neither advisable nor just that Canadians should forget that fact. When the Canadian Pacific was built in the face of almost unsurmountable financial and physical difficulties, and without any assured prospect of achieving success, it laid the foundation of whatever has been, or will be of Canada's national life, and was a national railroad in the strictest and best sense of the term. So closely are both that company and the nationally-owned railways knit with the fabric of national life that there can be no divorce of interest and it is for that reason that the railroads are as anxious as owners of farm or factory to see low freight rates when consistent with sound economic administration of the country's arteries of traffic.

It is only by the reduction of expenses and an increase of business that Canadian railroads can get to a point where they can reduce freight rates and establish or maintain operation on a basis that will ensure their continued life and service to Canada, and only by this reduction of railway overhead can the foreign

and domestic trade of the Dominion be brought closer to even terms with those of competing countries.

What a Reduction Means.

As an instance of what a partial reduction in freight rates means when it is not accompanied by a commensurate reduction in operating costs, it is significant that an Ottawa sleep-tight recently stated that on the moving of this year's Western crops the railways of the country had lost about \$25,000,000 as the result of a recent reduction in freight rates. This loss was said to be about evenly divided between the National lines, and the Canadian Pacific.

Another important factor in connection with this matter is that of labor costs. During 1921 the Canadian Pacific Railway labor cost was 53.84 per cent of the company's total expenses. Some idea of how important this is to the railways may be gathered from the fact that the Canadian Pacific last year employed in Canada alone approximately 65,000 men and women, to whom was paid a total of about \$93,000,000 in wages.

The only way in which net revenues can be increased is by increasing traffic. The sole possible solution of this problem is increased population, and it is imperative that the remedy be applied at once, and here again there is but one solution—immigration. The encouragement of immigration is national propaganda in the interests of every taxpayer and producer in the Dominion. Canada's difficulties and problems are largely railroad difficulties and problems, and experienced railroad men are unanimous with economists and men of affairs in stating that immigration is the best solution of those difficulties.

Referring again to the fact that for reasons explained, Canadian railway rates might be expected to average high among those of the world's greatest railway countries, Mr. Beatty points out that a carefully-made comparison between grain rates ruling in this country and those of the United States will show that in a large number of cases Canada has a very decided advantage. He draws attention to this in order to show that it would be unreasonable to expect a further lowering of rates until such time as the railways of the country are placed in a sounder economic position by the establishment of a lower ratio of mileage to population by still greater economies in operation and by increased business.

In substantiation of this fact the article quotes figures showing that in the case of hauls from seven points in Canada to Fort William or Vancouver, as compared with hauls of equal length from United States points to Duluth, Chicago, or Seattle, the Canadian rates per hundred pounds on wheat are from 2 1/2 cents to 2 3/4 cents lower. These are but a few instances picked out from various points and are typical of a general condition. The article further shows that Canadian passenger rates are also lower than those of the U. S., the one way maximum rate per mile being 3.60 cents as against 3.45 in Canada, the Canadian traveler having an additional advantage of 10 per cent reduction in return fares, and 25 per cent reduction on parties of ten or more persons traveling. The article proceeds as follows:

These figures are clear evidence that Canada's railroads are shouldering burdens imposed upon them by an abnormal situation. In the face

of every difficulty they are providing a high standard of service at a price that is all in favor of the patrons of the road. They are moreover, carrying on the work of building up the country as they have in the past. Since 1891 the Canadian Pacific has spent between \$68,000,000 and \$70,000,000 in the encouragement of immigration. Is it not fair to ask what would be the situation in Canada to-day had not this amount of money been spent to encourage settlement?

National Aspect of Canadian Roads.

With their important foreign connections and trans-Atlantic and trans-Pacific shipping arrangements, Canadian railroads are developing Canada's overseas market. They are making Canada a toll-road between East and West for all the world to travel over—a toll-road on which Canadian business collects most of the tolls, and under the regulations which the Government has made, they are doing their best to direct desirable immigrants to our shores. The necessity for an immediate increase in the population of this country is so acute that the work must not be left to the railways alone. The need is national, and the effort to cope with the situation must be national. It should not even be left to the Government and the railroads. Commercial organizations and business clubs throughout the length and breadth of Canada have here a patriotic cause worthy their best thought and effort, and there is no part of Canada so remote, nor no community so small as to not be directly benefited by the success of a national campaign for increased immigration.

Definite Improvement in Sight.

The railways, less than the country, have come through a period of years in which organization was strained to the utmost, resources tied up or diverted to unproductive uses, and the flow of men and money needed for uninterrupted development cut off at its source. It could not but take years to start conditions moving back towards normal, and that we can to-day clearly see a definite improvement should be a matter for relief as well as encouragement. The year 1922 opened with the trade of the country at low ebb, and its early months gave little evidence of any notable improvement. As earlier predictions of an abundant crop came nearer to realization the volume of trade showed improvement, and the movement of general merchandise assumed healthier proportions. This in conjunction with a heavy crop movement again strained the operating facilities of the railroads, themselves struggling back to a normal standard of equipment against the handicap of a most insistent need for economy. The situation was again met with all the vigor and enterprise of which the railroads were capable, and in the case of the Canadian Pacific the total grain movement between September 1 and November 30 was approximately 142,800,000 bushels, as against 84,600,000 for the same period in the previous year. There is a reason, says Mr. Beatty, in conclusion, to hope that there will be a continuance of the improved movement of freight noted during the latter half of the year. This is the best possible indication of a gradual return to normal conditions, and should be a vigorous incentive to set afoot such activities as will result in a reduction of transportation costs, and a consequent increase in efficiency in marketing Canadian products.