

Huron & Erie Debentures

Huron & Erie bonds, securities and accounts are subject to inspection at any time without notice by Dominion Government Officials.

5% per annum is payable half-yearly up to \$100 or more for 1, 2, 3, 4 or 5 years.

Play safe with your savings and arrange for a trustee investment.

J. A. JOHNSTON
Local Agent

LIEUT.-COL. BELCHER DIES IN 83rd YEAR

Bruce County's "Grand Old Man" Passes After Long and Active Life

Lieut.-Col. Alexander Emerson Belcher, "the grand old man" of Bruce County, Imperialist, soldier, Orangeman, gentleman, passed away at the Wellesley Hospital on Friday in his eighty-third year. "The most manifest sign of wisdom is continued cheerfulness," was his oft-repeated phrase and his life bore evidence to the truth of the epigram.

His was a long and active life, devoted to a great extent to his community and to his country. Of U. E. Loyalist stock on his mother's side, the Colonel was born in Toronto in 1844, but when he was eight years old, his family left to make a home at Southampton. When he was fifteen years old he obtained a first-class teachers' certificate and taught school in Michigan for several years.

Early in his youth he developed a liking for things military and at sixteen years he was training a small company of boys in Southampton.

Two years after he was a soldier in the "Trent Affair" and later attended two military schools. During the Fenian Raids, he served at Goderich and Sarabia and in 1898 he was made Lieutenant-Colonel by Sir Charles Tupper's Government.

Public affairs of his community also occupied a good deal of his attention and at 22 years of age was a Councillor on the Southampton Village Council. Then after many years absence, he returned to serve some fourteen years as Reeve and Mayor.

For 21 years he was a commercial traveller and was one of the three men who started the Commercial Travellers' Association. Later he became Manager of the Advertising Department of The Empire Newspaper in Toronto, and, again returning to Southampton, he was a private banker for nine years. During the latter part of his life he was a civil servant at the Ontario Parliament Buildings.

Col. Belcher took a prominent part in many societies and fraternal organizations. He was a County Grand Master of the Orange Order in North Bruce; Grand Master of the Black Knights for four years; Organizer and President of the Bruce Historical Society; President of the U. E. Loyalists' Society of Canada; a member of the Masonic Order; of the I.O.F., and many other organizations.

Surviving him are his widow, at 25 Albany Avenue, and one son in Southampton. The body was taken from the Funeral Home at 525 Sherbourne Street, to St. Paul's Church, Bloor Street East, where service was held at 3 p.m. Saturday. Interment took place at Southampton on Sunday.

FLAGGED TRAIN TO AVERT DERAILMENT

The possibility of almost certain derailment was the thought that ran through the mind of Anthony Lobsinger of Neustadt last Wednesday afternoon when he noticed that the earth had become undermined beneath some of the ties on the C.N.R. track about a mile from Hanover, with the Owen Sound-Stratford train due almost any minute.

Mr. Lobsinger was walking along the track toward Hanover at the time. For a moment, the significance of the sunken rail did not present itself to him. Then quickly visualizing what might happen if the train hit the particular spot at a fast rate of speed, he hurried up the track and flagged the train in time to bring it to a stop before the place was reached.

Mr. Lobsinger's quick action and

cool-headedness undoubtedly averted what might have been a serious derailment. How the track became undermined is uncertain. The more plausible explanation seems to be that the heavy rains of the past few days washed the earth away, but the suggestion is also advanced that the earth may have been burrowed out by a muskrat or some other rodent. In any event, there was the possibility that the rail would sink just as soon as it reached the weight of the passenger train.

The train is due in Stratford at 8 o'clock. It was about 3.30 o'clock in the afternoon when it approached Hanover at the regular rate of speed with no thought in the mind of the crew of the proximity of danger.

The train was in charge of Conductor Drake of London and Engineer Sutherland of Stratford. Suddenly the figure of a man was seen standing at the side of the rails, frantically waving his arms as if to stop the progress of the approaching train. The brakes were applied and it was brought to a slow stop a short distance from the point where the ties were undermined. Investigation immediately disclosed the seriousness of the situation, and, under the supervision of Mr. Baker of Palmerston, roadmaster, who happened to be riding on the train, the track was speedily repaired and the train proceeded over the spot after only a few minutes' delay. In fact, few passengers on the train were aware of the cause of the tie-up.

It is understood that Mr. Lobsinger's act is being placed before the C.N.R. officials, and in all probability he will be suitably rewarded for his part in preventing a derailment.

NO GOOD FOR PETTING

There are some girls who just think of everything. This little story from Toronto tells of one of them. "Talk about experts on the psychology of dress, but some of the young things who sit in the audience could give some of our lecturers pointers. As one flapper watched a beautiful mannequin parade in gown after gown, a sparkle with beads, she whispered to her girl friend: "You know, after all, those dresses are just made for fashion parades, aren't they. I don't think they're very cuddly, do you? Why, if a man ever tried to take one of those in his arms, he'd likely be cut or else he'd take home some beads that would be a give-away, wouldn't he!"

THOSE BRIDGES

This bridge building program is not all child's play, nor, like the building of Rome, can it be done in a day. The reconstruction of one of our large 100 or 150-ft. span bridges of which Normandy certainly has her share, is a task which requires both engineering skill and ability in putting the scale into blue-print and also some knowledge and experience on the part of the contractor in estimating from that blue-print just about how many dollars he should have to put the plans and specifications into structural shape in the formation of a steel superstructure on a cement foundation. The average citizen wants the new bridge; so, too, does the travelling motorist, but they both kick about the detour while the bridge is under construction and criticize—the contractor if he is a little late with the completion of the job. They should rest assured that the contractor is doing his best, because, remember, he is not being paid by the day and is therefore not justified in delaying the work.

The "Vielnoedrich" bridge is now accommodating the travelling public, after detouring for the past six months, and the appropriateness of the English translation of the German word, "Vielnoedrich," into "Much-needed," was never more fully comprehended than at present. Mr. Alex Hill, for the Sarnia Bridge Co., had charge of the steel superstructure, while Mr. Ed. Schickler, for himself, had charge of the abutments. The entire job will cost the County of Grey about \$15,450.

The Hanover Bridge Situation
The same cement contractor, Mr. Schickler, who built the Neustadt abutments, also secured the contract for building new abutment for the bridge just north of Hanover on the county line, to replace the old abutments which had been washed out by the high water last Spring, the chief cause of which was the bursting of the Canada Cement Co.'s dam about 20 rods east of the county road. A light steel bridge with a wooden floor and joists, having a carrying capacity of seven tons, rested on the old abutments, and the county council or road committee had decided to roll this

bridge about 6 feet to the south, where it would then rest on the new abutments. The water span thus allowed at this point is 72 feet, and, although the engineer and road committee deemed this ample space, yet there are very many of the old-time residents in and adjacent to Hanover who declare, in no uncertain tones, that the space at this point should not be less than 100 feet, at least. Now, whether through the fault of the council in not having let the contractor in not rushing the work a little more on the start, or the fault of the weatherman in dealing out such unseasonable weather during the progress of the work, or the fault of the foreman in charge of the Canada Co.'s waterwheels in their powerhouse in not leaving more of the high water through the gates in the race—let the fault rest where it may; the fact remains that the contractor was "up against it" from the start. He was battling with the weather and the water by day and by night, with the ultimate result that the job is not done yet, and, in fact, is in a much worse and more precarious condition to meet next Spring's flood than that of last Spring. The north abutment is complete; but, owing to the position of an old concrete wing in the bed of the river on the south end and the half over-turned position of the old standing abutment and the proximity to those of the place for the new abutment and east wing, thus making it almost impossible to get a coffer dam down to the bed of the stream and stop the inrush of water (at least sufficient to pump the balance out) all these combined to prevent the men from digging down to a satisfactory foundation for a footing of concrete for the walls, and without a satisfactory foundation, all else would be nil. Now, while we believe that as a man makes his bed he should lie on it, and when a man takes a contract he should fulfill it, yet there are extenuating circumstances in all cases, and when the very elements of nature combine to hinder and impede a man's progress he should at least not be blamed for "blocking the road" and should at least be paid enough to defray expenses on the work while doing his utmost to satisfy his superiors and the travelling public at the same time. The estimated cost of this job was about \$3500—Midway cor. in the Hanover Post.

TO ALL OWNERS OF COWS
Here are some cow stable figures that will be interesting to your dairymen.

Our Research Department ran three tests during the month of October—one test with Jerseys, two tests with Holsteins.

Grain mixture used in these tests was composed of—3 parts Cornmeal, 3 parts Ground Oats, 1 part Wheat Bran, 50 pounds Oil Meal to each 700 pounds Chop. All animals had free access to good pasture.

Test No. 1 was with the Jerseys. The cows that received Dr. Hess Improved Stock Tonic produced \$2.29 more butter fat per cow than the cows that received the same feed, but no Tonic.

Test No. 2 was with Holsteins. The cows that received Dr. Hess Improved Stock Tonic produced \$6.64 more butter fat per cow than the cows that got the same feed, but no Tonic.

Test No. 3 was also with Holsteins. The cows that received Dr. Hess Improved Stock Tonic produced \$4.45 more butter fat per cow than the cows that got the same feed, but no Tonic.

In these tests, the cows that received Dr. Hess Improved Stock Tonic produced an average of \$4.46 more butter fat per cow for the month of October than the cows that got the same feed, but no Tonic.

These tests will be continued throughout the entire lactation period. Remember—Dr. Hess Improved Stock Tonic is "Three-in-one"—Appetizer, Regulator, and Mineral Balance combined.

No going off feed—no clogging of the system under the stress of heavy feeding—and a full mineral replacement where Dr. Hess Improved Stock Tonic is added to the ration.

Get your Supply at Lambert's.

LO! THE MIGHTY HUNTER
That Indians are mighty hunters as well as story tellers is shown by the Cobalt Northern News, which tells how a lot of Nimrods were gathered together and an Indian told this story of himself and brother:

It seems that their camp was short of meat and his two brothers went out hunting while he stayed in camp to cut firewood. A big forest fire had swept the hills around them and had filled the air with smoke. He saw six deer walking slowly through the burned bush. He had no rifle, only a shotgun with one shell. He hastened toward the deer. In front was a big buck stumbling along. Behind him were the others, blinded with smoke. They had hold of each other's tails, the buck guiding them. How to get even one of them with a shot gun puzzled the Indian. But he had a brilliant idea. He shot the

TRUTH STRANGER THAN FICTION

When Gilbert Parker published his story, "The Translation of a Savage," narrating how an Englishman married a half-breed girl in the wilds of North Western Canada, critics said that the idea was fantastic and far-fetched. Yet once again truth has proven how much stranger she is than fiction. When William Miller, a sturdy Scotsman of three score years and ten, returned to spend the remainder of his days amid the comparative gaiety of the Orkney Islands where he was born, after a career in the service of the Hudson Bay Co., he took back with him from the edge of the world a Cree Indian wife, to whom he was married thirty-six years and who had never been in a town or city. With him also are three of his eight children and two tiny grandchildren, the offspring of marriages contracted by two of his sons with half breeds.

Mr. Miller talks of his life at Mistissany, on Roberts House River, as being very pleasant and eventful. He was practically king of his small dominion, whose population was forty Indians and half-breeds, all in the employ of the great Hudson Bay Co. Year in, year out, he and his family lived at the little post, but they were by no means dull. "We hunted," he said, "and amused ourselves at night mainly with music. All my children play the fiddle, and in fact every half-breed on the station does. It seems to come naturally to them."

Twice a year, also, he visited a neighbour, another Briton, who lived comparatively next door—a distance of 450 miles. With a dozen canoes manned by Indians, Mr. Miller would take down by canals the produce collected with the gun or by barter which was principally composed of skins of many kinds. On the return journey he would carry back six months' provisions, such as flour, sugar, tea, pork, etc.

Sugar Jack

Cuts Feeding Costs 50%

The Sugar Jack System

is a perfected feeding process that has produced amazing results. It not only does away with the expense of a silo, but also increases the milk flow and weight of your live stock and cuts your feeding costs in half.

The Sugar Jack

converts roughage into an easily digestible state—making it actually more palatable and nourishing than the highest quality ensilage and hay. Thus, roughage, such as hay, straw, clover thresings, bean and pea vines, etc., can now be used in place of ensilage and will give better results.

Here's How It Works

The Sugar Jack press and converter compound pre-digest roughage into highly nourishing feed. This pre-digested roughage feed is relished by live stock, and the farmer using it enjoys greater profits and owns healthier, fatter live stock.

Come In and See Us

We will gladly explain how the Sugar Jack will increase your live stock profits and save you time, labor and money. It's a wonderful, new feeding system that no enterprising farmer should be without.

GOULD, SHAPLEY AND MUIR CO. LIMITED
Brantford Ontario

C. J. KOENIG

Dealer

Mildmay

tail off the buck, quickly grabbed it, and led the unsuspecting five deer slowly to camp, where he finished them off with an axe. And then all went silently to bed.

WALKERTON.

Mr. N. P. Schmidt has disposed of half—25 acres—of the farm on the Kincardine road, near the C. N. R. station to Mr. Anthony Riech. The property purchased by Mr. Riech adjoins the Schmidt homestead, noted for its fruit, which will be conducted as previously by Mr. Schmidt, also the portion of the farm to the west, which he bought from Mr. Adam Becker about six years ago.

Last Thursday Mr. C. N. McNab, who has opened up an office in town, was among the 39 admitted to the Bar of Ontario. They were sworn in before Mr. Justice Ferguson. The late Mr. A. E. McNab, the esteemed father of our young lawyer, was called to the Bar in 1899 or the following year, and practised in Walkerton from that time until his demise a few years ago.

Among the sportsmen from here who have returned from a successful hunt are Messrs. J. C. Schenk, Ed. Krampff, Henry Ernest, John and William Polfuss. Each brought back a splendid specimen of their expedition. They were west of the South River in the North Bay district. While it was not cold a considerable depth of snow had to be contended with. The first prize of the party fell before the fire of Ed. Krampff, Mr. Schenk lost about a day locating his valuable Kentucky fox hound which got separated from the party while chasing a couple of deer. It is estimated that the animal followed them for eighteen miles, and finally took shelter in a hut, where, with very sore feet, it was found by a mail carrier. Fortunately, Mr. Schenk learned where his valuable dog was, and drove ten miles each way to recover it.

Last Friday Miss Kate Hardman, who was adjudged insane in Supreme Court here three weeks ago, was transferred to the asylum at London. This was the final step in a case which attracted much interest in this part of Ontario. The woman is the alleged slayer of the late Edward McCoy, who was killed, by shooting, north of Warton, in July. At Palmerston Jailor Hyndman handed her over to an official who was escorting another woman to London. Miss Hardman gave no indication of concern. From all appearances she paid no attention to the passengers travelling with her. She ignored those responsible for her safety, although she demonstrated no disposition to disregard instructions. Few people who saw her realized that Miss Hardman was about to enter an institution which may be her home for life.

Altman—Gunchioner.

A very pretty wedding took place at Sacred Heart Church, Walkerton, on Tuesday morning, when Helen, daughter of the late Edward and Mrs. Gunchioner, of town, was united in marriage to Mr. Joseph W. Altman, son of Mr. and Mrs. Fred Altman of Carriak. The groom's niece, Miss Mary Setley, of town, was bridesmaid, while the groom was assisted by his brother, Mr. Patrick Altman, also of Carriak. After the ceremony the wedding party and invited relatives and friends motored to the home of Mr. and Mrs. John Siedel, Jr., where a dainty wedding dinner was served and a reception held in their honor in the evening. They will reside on the bride's mother's farm near Southampton.

Durant Motors Profits.

According to information received at the Leaside Plant of Durant Motors of Canada Limited from the head office of Durant Motors Incorporated, New York, the net operating profits for the Star Car Division for the month of September was \$269,243.83. This makes a total net operating profit for the months of June, July, August and September of \$1,255,742.52.

Joan and John were seated on the soft. "What would you do if I turned you down?" Joan asked shyly. John looked straight ahead, but said nothing. After a few moments of silence she nudged him with her elbow and asked: "Didn't you hear my question?" "I beg your pardon," he replied. "I thought you were addressing the gas."

A bashful young man was courting a girl, but she was so backward in his love-making that she began to grow impatient. Finally, one night, while they were taking a walk he summoned up courage to put his arm about her. "Do you think I'm making progress?" he hesitantly asked. "Well, at least you're holding your own," was the reply.

In nearly every urban municipality ratepayers are finding the tax problem a burdensome one. In some instances where the municipalities foolishly guaranteed debentures of now defunct factories the ratepayers are paying through their pockets for their folly. In some instances municipalities to keep down the rate of taxation boost the assessment. While this doesn't ease the strain on the purse it fools intending purchasers of property whose first inquiry before buying in a town or village is the rate of taxation. Very few enquire about the assessment. When a municipality has 45 mills or thereabouts on a fairly-high assessment it means that those who own properties are paying a fair rent in taxes. It should be the aim of municipal men to steadily lower the rate of taxation.