

SAWING WOOD

The buck-saw, like the grain cradle, is practically an institution of the past. A necessary evil once, it should now be regarded as an antiquated invention for driving boys off the farm, and relegated to the museum for curiosities.

The one-arm cross-cut is a little better, while the two-man cross-cut is a distinct step in the evolution of sociability. It has its place in the bush of course, and even the other instruments of torture aforementioned find occasional employment, just as the old grain cradle is resurrected now and then for some special purpose.

As a regular means of working up the winter wood pile, however, these are only to be advocated for one who absolutely has not and cannot get the cash to hire a buzz-saw outfit. Modern life is too busy and full of interest to spend unnecessarily in back-testing mechanical routine which machinery enables us to dispense with. Most of us can find enough manual-labor jobs after we have substituted as much gasoline for muscle as we have wit to use.

We have heard arguments that buzz-sawing wood is more expensive than buck-sawing. But these calculations are generally based on old-time conditions. As it works out in these times, most of us find that gasoline beats elbow grease by a substantial margin. There is this, too, that

RICH IN VITAMINES



buzz-sawing is a more or less sociable job which goes with a vim and men quite properly prefer it to the tedium of hand-sawing. Again, it will be noticed that the farmer who buzzes his supply gets the job over with and goes on to something else, while the buck saw adherent is hardly ever out of a job. The wood pile stares him in the face until he hates to go past it.

What a comfort there is in looking at a big heap of sawed fire-wood in the yard when a cold snap comes on and the snow piles deep around the buildings.

Doctor's formula for you
Johnson's
ANODYNE Liniment
Internal and external too

"THE BUSY TEN DOLLAR BILL"

Mr. Brown kept a boarding house. Around his table sat his wife, Mrs. Brown; the village milliner, Mrs. Andrews; Mr. Black, the banker; Mr. Jordan, a carpenter and Mr. Hadley, a grocer, and lumber merchant.

Mr. Brown handed ten dollars to Mrs. Brown, saying, "there's ten toward the twenty dollars, I promised you."

Mrs. Brown handed the bill to Mrs. Andrews, the milliner, "that pays for my new bonnet."

Mrs. Andrews in turn passed it to Mr. Jordan, remarking that it would pay for the carpenter work he had done for her.

Mr. Jordan paid the ten spot to Mr. Hadley for lumber.

Mr. Hadley gave it back to Mr. Brown, saying "that pays ten dollars on my board bill."

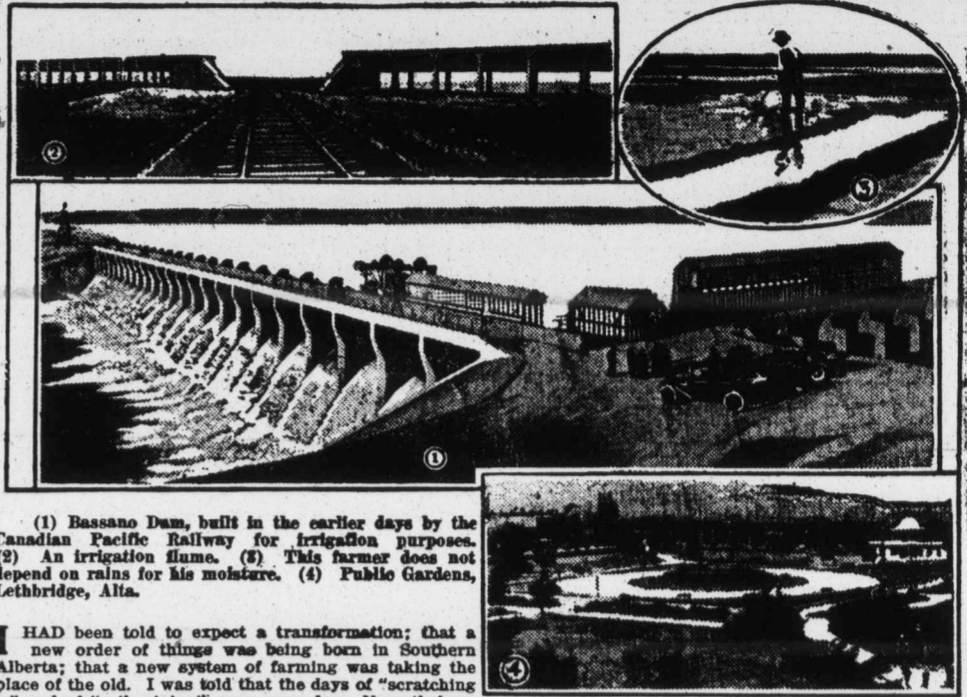
Mr. Brown again passed it to Mrs. Brown remarking that he had now paid her the twenty dollars he promised her. She in turn deposited it with Mr. Black. Mr. Black handed it to Mr. Hadley; asking credit on his grocery bill.

Mr. Hadley again returned it to Mr. Brown with the remark that it now settled the balance for that month's board.

Mr. Brown put the bill in his pocket observing that he had not supposed a greenback would go so far.

If Mrs. Brown had sent out of town for her new bonnet, then the ten dollars would have never come back.

Irrigation in Southern Alberta



(1) Bassano Dam, built in the earlier days by the Canadian Pacific Railway for irrigation purposes. (2) An irrigation flume. (3) This farmer does not depend on rains for his moisture. (4) Public Gardens, Lethbridge, Alta.

I HAD been told to expect a transformation; that a new order of things was being born in Southern Alberta; that a new system of farming was taking the place of the old. I was told that the days of "scratching in" and of "soil mining" were gone days. Nevertheless, I was not prepared for what I saw.

Fifteen years before, I had travelled through this country and had seen only a few scattered farmsteads set out on the "bad-headed" prairie, four square to all the winds that blew. There were no trees, only a stretching expanse of prairie that merged into white-topped mountains on the west and meeting the sky on the east in an unbroken horizon. A few homesteaders were straggling in. Old cattlemen, trying to save their great ranges, were spreading stories that farming could never be a success in Southern Alberta.

But the homesteaders came. Then later the big farmers arrived with their tractors and ushered in the era of the thousand acre wheat ranch. A series of "wet years" made Southern Alberta famous. Nowhere had such crops ever previously been heard of. The Noble Foundation, one of the largest farming corporations in the world, brought in a crop of wheat from one thousand acres that threshed 54,000 bushels! The country was thick with elevators. In 1915 and 1916, Southern Alberta reached the peak of prosperity. A series of unproductive years followed when rainfall was scant. Some farms were abandoned, but, mostly, men held on, buoyed up by the wonder harvests of other years.

The problem was purely one of moisture, and the Governments of the Dominion and the Province set about to study it. The soil was of the greatest fertility, the climate was right. Something to supplement the natural rainfall was wanted. The Canadian Pacific

Railway and other corporations had already developed tracts of land by irrigation. It was no experiment, and so a constructive policy of irrigation was commenced, backed by both Governments.

It is in the trails of irrigation that the new order of things is coming in Southern Alberta. Today as you drive over the prairie, through the irrigated tracts of Strathmore and Brooks, south through the Bow River Project and on into Taber and Lethbridge, the flatness is broken on all sides by farmsteads that nestle among trees—young trees growing tall and taller every year. Hedges are growing; where once was barbed wire, shrubbery is luxuriant. In the background are fields of alfalfa, Indian Corn and Wheat. Dairy cows are seen on green pastures. The farms are small, but they are real farms, and the homes are smiling homes of contented people. There is no "scratching in" or "soil mining." These are permanent homes on the threshold of a future bright with promise.

In the City of Lethbridge, around which most of the new irrigation development is proceeding, are found tree-lined streets, beautiful homes set in hedge enclosed lawns, and one of the finest little parks that Canada can boast. The city has been thoughtfully planned and symbolizes in its setting the spirit of a people pledged to permanency.

For those who knew Southern Alberta in its infancy, there is a pleasant surprise waiting. Wherever irrigation has touched, it is truly a country transformed.

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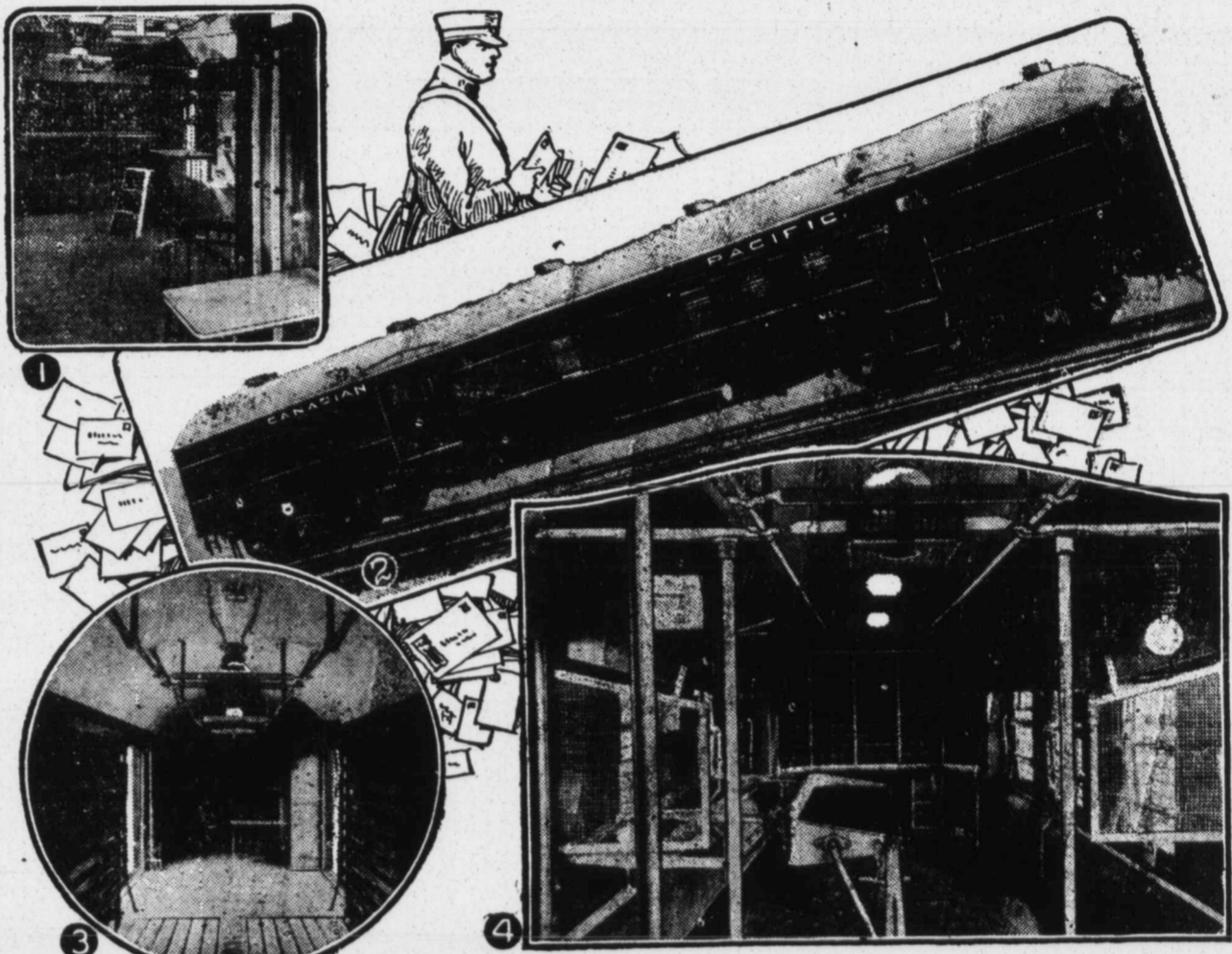


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HIS MAJESTY'S MAILS ON CANADIAN PACIFIC



1.—A comfortable corner of the Baggage Car. 2.—Another view of the Baggage Car. 3.—Exterior of one of the new Canadian Pacific Mail and Baggage Cars. 4.—This is where the mails are sorted.

Almost every day we rely upon His Majesty's Postal service for the delivery at certain hours of letters and parcels which are of value and which would lose their value were they delivered tardily. Seldom have we cause to complain of the service rendered in exchange for our few cents and we have come to expect the efficient regularity of that service regardless of the natural or economic disturbances which affect other services. The letter was stamped and placed in the postal box. It must be delivered, and with dispatch, rain or shine.

Due to the increasing use of His Majesty's Mails, the Canadian Pacific Railway has found it necessary to add to its rolling stock, twelve new Mail and Baggage coaches. These, being up-to-date in every respect, provide every facility for the handling of the mail, and a number of conveniences for the clerks which the older type of cars could not boast of. The "All Steel" cars are some of the finest used by Postal authorities in the world, and the Company is to be congratulated, in that providing every facility for the quick handling of postal matter, it has kept an eye to the comfort of the clerks.

The forward end of the travelling Post Office, for such it is, is used mainly for storage purposes. On one side, movable iron stanchions separate the bags destined for the various towns en route, and on the other is the gas stove, for cooking purposes, ice water tank, lavatory, wash basin, and clothes cupboard—innovations which are greatly commended by the clerks. The rear end of the mail compartment is the business end. A long reversible table, running lengthwise, allows the clerk to face either side of the car in order to sort his parcels into the bags which are supported by folding racks, and into the boxes conveniently arranged above the bags for the accommodation of newspapers, and which can be quickly emptied by the simple expedient of raising the front. At the rear end is a table, the full

width of the car, and behind this are the hundreds of pigeon holes into which the clerk must distribute the letters for the various towns, quickly, almost automatically. At his feet as he stands at his table, the clerk has a tray into which the letters posted when the train is at a station, drop. These letters he stamps and distributes with those put on the train at the terminal. Cord with which to tie the letters into bundles is conveniently at hand, and if some of the bundles contain registered mail they are placed into the pigeon holes at one side, over which a wire grating is fitted and locked. Everything is scrupulously clean.

The baggage and express end of the coaches is also the last word in car construction. As with the mail section, the doors open in the centre of the compartment, one half of which has a solid floor, the other half being fitted with fish racks. In addition to the conveniences afforded the mail clerks, the baggage men have a folding table which fits tightly against the wall when not in use, and which may be utilized as a dining table and—but not there is too much business to talk of cards.

The twelve new cars were designed by C. H. Temple, Chief of Motive Power and Rolling Stock, Canadian Pacific Railway, and were constructed by the Canada Car and Foundry Company, Ltd., Montreal. They are designed to carry 80 tons of express matter and 10 tons of mail, a total of 90 tons; compared with 30 tons, the capacity of the old type of coach. The Company has adhered to the six wheel truck, but heavier journals have been provided, 5 1/2 by 10 in place of the 5 by 9 inches. Another feature of the new coaches is the diaphragm ends. This eliminates the danger of people "riding blind."

Until more are constructed, the new coaches will operate between Montreal and Toronto, Montreal and Sault Ste. Marie, Toronto and St. John, N.B., and Winnipeg, and Edmonton on Canadian Pacific lines.

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