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Editor and Publisher
Member C. W. N. A.

Here and There

Saskatchewan's crop cost \$187,000,000 to produce last year. The proceeds amounted to \$287,000,000.

During the month of April and the first two weeks of May 300 claims were registered in the counties of Temiskaming and Abitibi, the gold field of the province of Quebec.

"Twenty marriage engagements are among the results of a round-the-world voyage of a C.P.R. liner." Mr. Beatty has a lot to answer for.—Ottawa Journal.

With a population which is over 70 per cent. rural Saskatchewan has a larger automobile registration than any other province. One in every 15 people owns a car.

One of the largest fish caught in the history of Lake Timagimi was recently caught by E. B. Hamlin who, with a small bass hook and light steel rod landed a salmon trout weighing 24 pounds and measuring three feet in length.

In 1920 there were cut in Canada 4,021,826 cords of pulpwood. This would, if piled four feet high and four feet wide, reach in a continuous line over 6,000 miles, or the distance from Vancouver to Halifax, and out over the Atlantic to Queens-town, Ireland.

Trees to the number of 10,000 were distributed among Saskatoon school children by the Parks Officials and Dominion Forestry Branch on the occasion of Arbor Day. Each child received one maple and one ash. Last year only 5,000 trees were distributed.

The Empress of France, of the Canadian Pacific fleet, now on the trans-Atlantic service between Hamburg, Southampton and Cherbourg to Quebec, holds the record for the fastest journey between Quebec and Liverpool, having crossed in 5 days, 22 hours and 38 minutes, just two hours less than the Empress of Britain.

General Sir Arthur Currie will unveil a memorial cairn at Sault Ste. Marie to Etienne Brule and his companion Grenoell, the coureurs de bois, who found the Sault and discovered Lake Superior in 1622. The unveiling will take place August 7th during Discovery Week, when the Ojibways will produce "Hiawatha" on two afternoons.

Notwithstanding that there will be an increase this year in Canadian Pacific steamship traffic on the St. Lawrence, with 17 more sailings than in 1922, Canadian Pacific officials report that ships are being well booked and that according to present indications the 1923 season will show improvement in ocean trade from both Montreal and Quebec.

Whales are reported early and plentiful this season and despatches from Victoria state that conditions surrounding the inauguration of the deep-sea hunt this year are the most promising in more than a decade. The demand for canned whale meat has become so pronounced that the prospective pack of the Victorian whalers is already disposed of. England will be the distributing market for canned whale meat this year.

A replica of an old time Hudson's Bay fort, such as once was the nucleus of the western posts of the great company, and which still exist in the far north, will be erected at the Calgary Exhibition grounds, July 9 to 14, as a part of the 1923 Stampede feature. Special arrangements are also being made to provide a commodious camping ground for the Old Timers who will attend with the old-fashioned chuck wagons and cowboy equipment.

Running on schedule the Canadian Pacific Steamship's liner "Empress of Canada," Captain A. J. Hailey, again demonstrated her right to the claim of "Queen of the Pacific." The Canadian vessel left Vancouver twenty-four hours behind the American liner "President McKinley" bound for Yokohama recently. The "Empress of Canada" docked about 3 A.M., and the "President McKinley" arrived at 8 A.M.

Two thousand Canadian Red Men are expected to participate in the Calgary stampede and to move on to Banff for their celebrations and pow-wow on the Indian Days, July 16th and 17th, during which the citizens of Banff will act as hosts. Pony racing, wrestling on horseback, shooting with the bow and arrow, tent-pitching and camp making contests are among the features,

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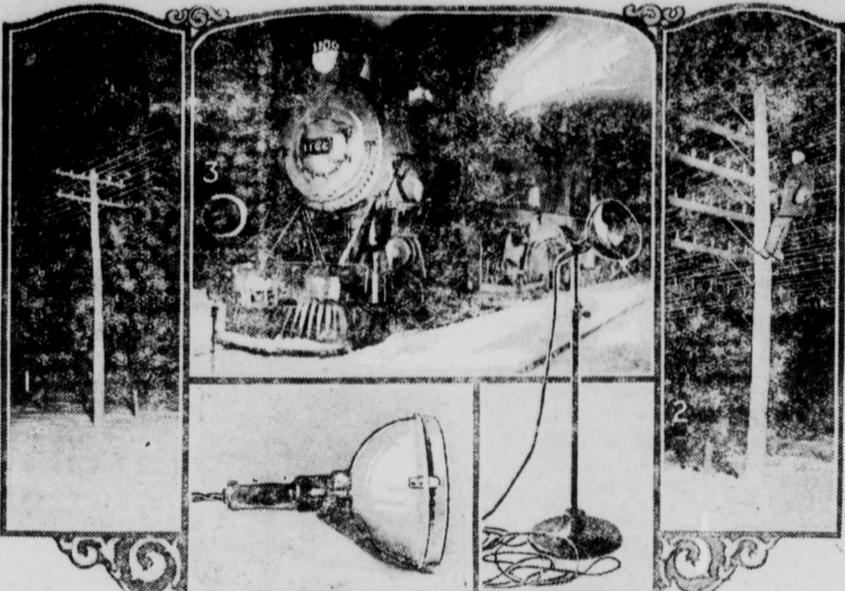
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New Lamp Facilitates Night Work

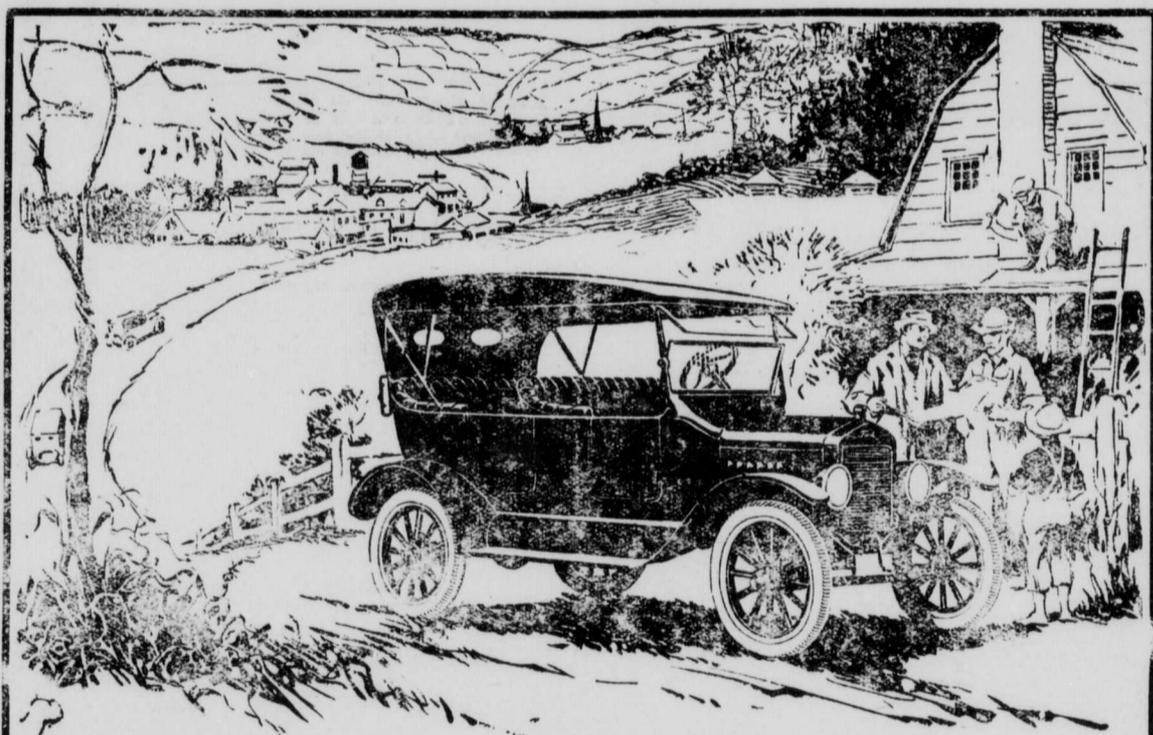


1 and 2, views of wires as illuminated by streamer lamp. 3, view of the engine in the same light. 4 and 5, the lamp.

IN the past interruptions to telegraph service caused by damage to outside wires could only, in the majority of cases, be rectified by daylight, when the damaged section could easily be located. There is no doubt this was a disadvantage which delayed the recovery of interrupted services. Where the trouble may have been anywhere along the line between points some 20 to 100 miles apart it was not possible to take care of the interruption especially at night. To overcome the disadvantage due to night interruptions to its wires, the Canadian Pacific Railway Telegraphs provided a special electric light and all the linemen on the System were equipped with it, enabling them to successfully take care of interruptions and do their work at night as well as by day. The special light is provided with its power from the locomotive dynamo turbines with which all Canadian Pacific locomotives are equipped.

The special light in itself is of simple construction, the power is derived from the dynamo turbine from the locomotive which provides electricity for the illumination of the headlights and cab lights. A headlight globe is used and an especially designed reflector throws a beam sufficiently strong to allow working operations at a distance of 600 feet. The conducting wire attached to a socket in the cab of the locomotive is of sufficient strength to enable the operator to work any place within two car lengths of the locomotive. There is also a semi-permanent stand to which the lamp can be attached for the convenience of men working at night on bridges or, in fact anywhere that requires a steady flow of light. The lamp can also be interchanged of globes to be used where there is a domestic current, but not with such good effect.

As there is so much that can affect the Telegraph System, such as fire aurora, lightning, snow, wind and rain, the advantage of being able to locate the source of trouble cannot be overestimated and time and time again, when the lines have been seriously damaged during the night, it has been found that the electric hand lamp, which is now used throughout the System, has been of great benefit. During the past winter when the service experienced a considerable number of interruptions the lamp was often used during snow and sleet storms and not in one instance is it known of its having failed to meet all services put upon it. There is no doubt that the perfection of this lamp has been a decided progressive step in telegraph maintenance at night.



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