

Announcement

Having moved my Garage and Machine Shop equipment to Webber's Garage, I am in a position to give you more prompt and better service.

A continuance of your Patronage will be appreciated.

DAY AND NIGHT SERVICE

SHOP PHONE 61 RESIDENCE 102

J. O. GRAVEL, Prop.

W. A. Nisbett & Son,

Licensed Embalmer & Funeral Director

WE CARRY A FULL LINE OF FURNITURE AND UP-TO-DATE EQUIPMENT

K. A. NISBETT, Manager PHONE 1.
Picture Framing, Upholstering, Furniture Repairing, Quickly and Promptly Done.

BOLTON STREET BOBCAYGEON

The Bert C. Moore

Monumental Works

C. D. Moore, Prop.

Cemetery Work in all its Branches is Our Specialty

71 Creecent St. Peterborough

Local Agsnt- W. A. Nisbett & Son
Phone 1, Bobcaygeon

Did You Ever Stop To Think?

By
EDSON R. WAITE

It is better to be a live one in a live city than a dead one in a dead city.

A lot of people seem incapable of mentally embracing anything beyond what they see under their noses.

There is no substitute for work. There is no business that can succeed without work and advertising. Even a man with millions must work—he must work to keep it.

Everybody knows that the world is overburdened with debts and taxes, and the chief reasons for these weight of burdens are the fall in prices since the debts were contracted and the unreasonable, unjust and unexplainable increase in taxes. Some of our politicians should quit chasing rainbows and help to reduce taxes instead of increasing them. That would be a step forward to recovery.

Many cities need team-thinking and team working.


It is advertised merchandise that sells the best and, even more to the point, advertising sells goods.

With their recent experiences fresh in their minds, can the bankers be blamed if they exhibit a caution which formerly did not occur to them?

Some people want to know what they can do for their home city. One thing they can do that won't cost them anything is to boost it.

Automobiles are constantly being made easier and more pleasant to drive. They will also go faster. But the most important thing about an Automobile is intelligence of the driver behind the wheel.

Best Optical Service



GLASSES FOR HEADACHE AND EYE-STRAIN

Have you ever thought that your headaches come from eye-strain?

Every time the eyes are strained the head is liable to ache. A visit to us will put you wise about your eyes.

Delays only make the matter worse.

You still suffer.

About the best thing to do is to consult us now.

Consult us with the assurance that we can and will help you. Headache Glasses are different than ordinary glasses.

Eyes differ; we make for you the glass you require.

See us about this, and let us prove that we can help you.

M.B. Annis' Optical Service
Lindsay
Glasses Repaired, Lowest Prices

Allan Bros. Monumental Works

Cambridge St. N. Lindsay, Ont.

Monuments



We have the largest stock of Memorials in this part of Ontario, in the best of Granite and the most reasonably priced.

Call and see our stock and get our prices.

J. J. Elliott, local representative

prove the cost of establishing grading inspectors.

William Newman (Liberal North Victoria) pointed out that due to lack of grading the province's butter exporting is not what it should be. He also stressed the need for an educational campaign by the provincial department with a view to cleaning up farms so that butter, milk, and cheese will be produced under proper conditions. Flies, he said, are a serious menace to all dairying, and despite the best processes, they have been found in butter.

Certain standards require of milk and butter producers by large dairies tend to remove this condition. H. J. Davis (Con., East Elgin) pointed out and such dairies also subsidize the producers for observing these standards.

TOKIO FEARS SOVIET COUP

Back from a business trip to China and Japan. R. Edgar Thorne, former Torontonian, and now a manufacturer of bronze paint in Montreal, reports a feeling in Japan that war between that country and Russia might start without the usual formal preliminaries.

"In Tokio," stated Mr. Thorne, "there was a feeling that Russia, with her large arsenal at Vladivostok, might strike suddenly and without any warning. Such an attack would be by air, and unless the Japanese were ready to resist it a fleet of Russian planes might do immense damage to the very heart of the Japanese Empire. I suppose the Russians think the Japanese might adopt similar tactics against Vladivostok. But whatever the Russians think, there was some apprehension in Tokio that the Soviet forces might begin the war without an actual ultimatum."

NEW RECIPES FOR UNCOOKED CANDIES ARE FUN FOR VERY YOUNG CHEFS

When the youngsters must be cooped up in doors candy making is the magic solution of "what to do." Here are two failure proof recipes for candies that require no cooking—just the ones to initiate the youngsters. By using sweetened condensed milk in which the milk and sugar are already boiled down to a smooth creamy consistency even the very youngest cooks can make delicious candies without going near the stove.

FRENCH COCOA BALLS

1 1/2 cup cocoa
1 1/2 cups confectioners' (very fine ground) sugar
1 cup nut meats
1/2 cup sweetened condensed milk
1 tablespoon vanilla

Mix 1/2 cup cocoa and 1 1/2 cups confectioners' sugar. Chopp nut meats and add. Moisten with sweetened condensed milk and vanilla. Shape into balls. Combine the remaining sugar and cocoa and roll the balls in it. This recipe makes three dozen.

Hockey Satisfies Radio Listeners

Makes Good Either Bedtime Story or Dinner Program

REQUIRES BIG STAFF

Personnel for Each General Motors Broadcast Totals 232

Toronto Mar. 1.—Big league hockey by radio has become a national pastime. A census of radio listeners across the Dominion shows no decrease in the number who tune in each Saturday night on the N. H. L. Hockey broadcasts, provided by General Motors of Canada, Limited and its dealers. Between Charlottetown and Victoria, and here and there from the Arctic to the Gulf of Mexico, Foster Hewitt's weekly audience is numbered conservatively at a million. Start of the broadcast at 9 p.m. E.S.T. (10 p.m. Atlantic, 6 p.m. Pacific time) enables the down-easters to tune in as a bedtime story, while on the Pacific it is an aperitif before dinner.

Content to follow the fortunes of their favorites in the big league, and delighted with Foster Hewitt's graphic recital of the incidents of play, few of these listeners realize the magnitude of the operation which brings the weekly quota of hockey thrills. According to one of the engineers associated with the hockey broadcasts, each program requires 25,000 miles of copper wire for its transmission to stations on the network, and the army of personnel employed on each broadcast reaches the astonishing total of

232. This group is made up of full-time men employed as announcers, musicians, production men, production engineers, line companies' engineers, station engineers and station announcers.

The heart of the big hookup is in the broadcasting gondola above the ice of the Maple Leaf Gardens in Toronto. It is from here that Foster Hewitt, conceded to be the best sports announcer on the continent, sends the excitement of the contests pulsing over the ether. The whole mechanical arrangement, however, is essential to the production of a smooth and entertaining program, and it is due not only to the play-by-play description but also to the marvellous mechanical ingenuity and skill in production that this program has brought fame to Canada and laurels to itself.

So thoroughly established have the National League broadcasts become—70% of listening sets in some cities are tuned in to hockey—that when the celebrated Ace Bailey game occurred, the Canadian Radio Broadcasting Commission took the opportunity to broadcast it, retaining the usual personnel for this first Commission sports feature ever to be broadcast from coast to coast.

There are actually two broadcasts each Saturday evening; one from the Maple Leaf Gardens in Toronto and one from the Forum in Montreal. The latter reaches stations in the Province of Quebec and alternately is heard in French and English, according to whether the home players are the Canadiens or the Maroons. The Toronto broadcast reaches from Coast to Coast, omitting a area served by the Montreal broadcast.

Voices You Have Heard

From Toronto the dominant voice is that of Foster Hewitt. With him in his high observationpost are Gordon Castles and production men, Luigi Romanelli and his General Motors orchestra, and Bob McIntyre, commercial announcer, are some distance away in the studio of CFRB, the key station of the chain. From there the broadcast is carried to distant radio stations by telephons and telegraph equipment.

From the Forum in Montreal, the voices heard are those of Charles de L. Harwood, Elmer W. Ferguson and Walter Downs, for the broadcast when Maroons play. For the Canadian games, the announcers are Phil Lalonde, Roland Beaudry and Roland Bayour. Music in the intermission is provided by Leo Le Sieur at the console of the Auditor Hall organ.

Occasionally, variations in the program have been popular with listeners. Celebrities of state, the world of sport, and stage and screen have spoken to Canadians at various times over these networks. The names recalled include Lord Bessborough, Lester Patrick, Ben Bernie, George Raft, and Meyer Stewart, of Toronto.

Naturally these visitors did not all climb to the perilous pinnacle from which Hewitt views the games. Microphones are opened in the control room, at the rail of the ice surface, or at points far distant from the Gardens and the engineers and production men, by using a little magic and accurate timing, are able to introduce the guest speakers without a seconds interruption.

Appreciation

Approval of the vast stay-at-home hockey audience is shown in many ways. There is of course, a flood of fan mail directed to General Motors Products of Canada, Limited and to Foster Hewitt, and the other play-by-play announcers in Montreal. There are grateful letters from "shut-ins", typewritten or in pencil; occasionally in braille. There are telegrams and sometimes wireless messages from far-flung outposts. There are lucky charms by the score, chiefly rabbits' feet, bearing wishes for the success of the Maple Leafs. And sometimes, instead of letters the fans come in person to thank the announcers and sponsors. One man and his two sons came from the Western slope of the Rockies chiefly for this purpose.

Requests in connection with these broadcasts. People want all kinds of announcements made; all kinds of personal messages carried. They know their friends listen to these broadcasts. What a great stunt it would be if they just say hello to Bill and Mary out in Saskatchewan. But naturally the broadcast must remain closed to all such appeals.

What with the uncertainty as to duration of play and the length of intermissions between periods, it becomes the chief problems of engineers and production men to send out an uninterrupted smoothly working program each Saturday night, and departures from routine cannot be lightly undertaken. It all sounds, perhaps, delightfully simple to the listener, and that is the effect desired. One of the most creditable characteristics of these General Motors Hockey Broadcasts, according to what listeners say, is the brisk, stimulating tempo that is maintained from the opening number at 9 P. M. E. S. T. until the mingled strains of "Jingle Bells" and "O Canada" mark the end of the broadcast.

Recovery Under Way

E. W. Beatty Believes

Reviewing Canadian business conditions of the past year and at the same time looking forward to the prospects for 1934, E. W. Beatty, Chairman and President of the Canadian Pacific Railway, thinks the country is on the way back to prosperity, although the way may be long, and at times difficult. In a statement published in the "Montreal Star" he says:—

"Of 1933 I think it is perhaps with relief that most of us will say—that's that, and now for 1934. We meet this New Year with something of a better understanding of what this so-called depression is all about and what we ought to do about it. We see along the road leading to its end more clearly and further than we did a year ago. That fact has inspired confidence and courage and has started us moving towards the better times that broadened prosperity will bring to all. The road is not an easy one; there are long hills and difficult spots, but it offers no danger or problem too great to be surmounted by the courage and energy of the Canadian people. We have before us problems that will tax the ingenuity and strength of our leaders in statescraft, finance and industry and make great demands upon the patience and understanding of our people, but if these problems are met with courage and dealt with in accordance with the laws of sound economics which are as relentlessly unchangeable as the laws of nature, this country will emerge from the purging in far better shape to progress than it has ever been before, and individual prosperity for all classes of our people will be more firmly established. I believe that the elusive corner we were hoping to turn through many weary months, slipped past us all unnoticed some time ago, and that we have definitely passed through the worst and most trying phase of the period.

E. W. Beatty, K.C.

Railroad Situation

"The past year has been particularly difficult for our railroads and there seems little reason to hope that conditions are going to be much easier for those who operate them in the immediate or near future. Alteration in Canada's status from the position we used to claim as the world's chief producer of breadstuffs has already proved far-reaching in its adverse effect upon our transportation industry. Under most favorable circumstances governing development of other lines of agricultural production for export, it may reasonably take some years to bring the volume of Canada's rail freight back to the high figures of a few years ago.

It is therefore imperative upon the managements of those railways depending upon earnings to meet operating costs, interest and other charges that all possible measures of economy in operation shall continue in force. But when this is accomplished the problem for Canada is far from solved.

Must Reduce Taxes.

"All that is true of the railways is true in some respect of most other public facilities, and such progress as has been made over the past year along the line of effecting economies in administration of public affairs has been helpful, but has served mostly to point the way to larger and more fundamental re-arrangements looking towards an easing of the great load of national debt, and a reduction of taxation the extent of which has come to assume ominous proportions. There is no need for further stressing the inescapable necessity for such action. I do not believe that any thinking Canadian viewing national affairs without prejudice, will deny that the drain upon public and individual wealth consequent upon the general railway situation continues to over-shadow all other problems, and it is by far the most important difficulty that has to be surmounted before the way to prosperity lies open before us.

The Remedy.

In order to clarify the situation early in the year, I outlined in two public addresses what I believed to be the only possible solution for that problem. In effect, I proposed that the people of Canada as owners of the Canadian National Railway should enter into a partnership arrangement with the shareholders of the Canadian Pacific, and that the resulting organization should be operated by the privately owned concern, thus relieving railroad management in this country from the too-well proven evils of political influences and at the same time removing from the path of our greatly harassed political leaders the embarrassments that must ever accompany responsibility for railway operation. My proposals at that time met with a volume of approval and support such as, frankly, I had not anticipated, and I found even in places where it was least to be expected that they received a serious consideration that showed how widespread was the conviction that this problem had to be settled in some satisfactory and permanent manner. Nothing that has since happened has tended to change my conviction that in these proposals lies the only sound ultimate solution of the difficulty. I can think of nothing short of this that may be attempted that will offer adequate relief from an economic drain that has in it all the possibilities of national disaster. I have reason to believe, also, that I share this conviction with a large and increasing number of citizens who are giving thought to the state of real economic peril in which we stand."



The NEW Coleman
Model No. 930

Safety Instant-Gas Stoves

Make Their Own Gas—LIGHT INSTANTLY

These modern-to-the-minute stoves bring gas-cooking conveniences to every home, everywhere. Just strike a match, turn a valve and start cooking over a clean, hot gas flame! Make and burn their own gas from regular gasoline. Fuel cost about 2¢ a meal! And what meals... better cooked foods in less time and with less work. Power and happier hours in the kitchen.

New Beauty, Too!

Beautiful new models that fit every type of kitchen... at prices to fit every purse. Table-Top Ranges with concealed fuel tanks, and porcelain Rippletone finish in attractive colors. Cabinet and Hot-Plate models... all instant lighting and all operating by the Safety Instant-Gas method. Be sure to see these new Colemans!

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