

Medicine Hat Resents Slander

Holds Reputation as Being "Lover of the Blizzard" When It Simply Tells the West of Dread Storms Approach

OBSERVATORY THERE

Medicine Hat, Alberta, is not responsible for the blizzard that periodically sweeps down the continent from the west. It is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

observer warns. Blizzards, being rare, do not necessarily always follow a chinook. But it frequently happens that a severe blizzard comes in the wake of one.

The blizzard is peculiar to North America. Other parts of the world have severe winter storms, but no one of them has anything like the blizzard. Europe's great winter storms come from the northeast; the blizzard always comes from the northwest.

Medicine Hat never sees much snow. A fall of one foot, fifteen years ago, stands today as the record. The lowest temperature, 48 degrees below zero, occurred in 1913.

Lying in a depression two miles wide, scooped out by the South Saskatchewan River during many ages, Medicine Hat is 230 feet below the prairie that stretches away for miles in every direction. Long ago two hostile tribes of Indians engaged in a fight a mile or two above the present site of the town. Before the fighting began one of the medicine men concluded in his war bonnet some rare herbs found only in the Rocky Mountains. During the fight he lost it.

MEDICINE HAT'S NAME

When the battle was over and his side the victors, the medicine man's war bonnet was found some distance down the river where it had floated and lodged at a place where the stream makes a great "U" turn at a wide and deep depression in the prairie. Medicine Hat was the name immediately conferred upon the location.

Natural gas, which caused Ruyard Kipling to call Medicine Hat "the town that was born lucky," brought three of the city's chief industries there—pottery, flour mills and brick works. The "lucky town" uses Kipling's words for a slogan. Great wheat and cattle ranches extend in every direction from Medicine Hat, among them being the E. P. Ranch, owned by Edward, Prince of Wales, at High River, about sixty miles westward.

Montreal—An air mail service between Montreal and Vancouver is promised by the postal authorities if an experiment they contemplate carrying out from December 19 to 29 proves successful. Victor Gaudet, postmaster for the district of Montreal, told members of the Chamber of Commerce recently. The inauguration of such a service would take 24 hours of the time now required to deliver mail to Vancouver.

Mr. Gaudet emphasized the intention of the Federal Government to use this service as a factor in bringing all parts of the Dominion into closer communication. The Government had committed itself to a policy of providing an air mail service to settlements which are practically cut off from outside communication during the winter months, he said.

The speaker contrasted the difference in the manner mail is delivered to the island of Anticosti and Seven Islands, since the air mail service has been introduced. Formerly, these sections of the country had to be served by log teams, which took 15 days to cover the distance an airplane completes in a few hours.

Starting December 19, the authorities will give temporarily an air mail service from Winnipeg to Regina, from Regina to Calgary, and from Calgary to Edmonton via Saskatoon. In this manner a letter mailed here before 10 o'clock on Monday, leaves for Toronto by plane at 11:15 a.m., and is in Winnipeg by train on Wednesday morning. A half hour later it leaves for Regina by air and is there before noon. It reaches Calgary at 4:15 p.m. and is in Edmonton an hour later. A saving of 24 hours results.

As regards the international mail service which commenced on October 1, Mr. Gaudet is unable as yet to produce figures, but at present it is being more extensively used by the inhabitants of the United States than of Canada.

Some husbands give their wives kisses by the bushel. Others are content with a "neck."

Chances Are Poor

Customs Men Curb Canadian Border Traffic

There is small hope in the use of a specially fitted automobile for smuggling liquor into the States across the Canadian border, because all the secret places on a motor car are known to the customs men, points out Richard Carroll in "Liberty Magazine."

"There is scarcely a dodge worked by the tourist that is new to the customs man, reports Carroll. "The wise tourists talk of spare tires, or seat springs, or dashboards and of good places under the hoods covering the engine. Forget it. They're all known. Every one of them. False tops, false bottoms, even fake lamps. The cars designed to carry supplies of rum in quantity over the border are seized when found, impounded, and the owners held in stiff bail. Among the little fellows, who pay a fine of \$5 a bottle and depart sadder, wiser and dryer, women are the chief offenders. Something seems to tell the average tourist that his women folk will not be searched. They come to the border going into Canada slim of hip, flat of chest and guilty of conscience. They arrive at the border on the way home large of hip, bulging of bosom and with innocence written all over them. The deceit is pitiful and funny."

When the battle was over and his side the victors, the medicine man's war bonnet was found some distance down the river where it had floated and lodged at a place where the stream makes a great "U" turn at a wide and deep depression in the prairie. Medicine Hat was the name immediately conferred upon the location.



SECRETARY TO PRINCE
Sir Godfrey Thomas, private secretary to the Prince of Wales, with Lady Thomas, as he left Canada for home after a two-months' vacation.

Air Mail Service to Pacific Coast

Experiment Will Be Tried at End of Present Month and Service Will Be Extended if Test Proves Successful

Montreal—An air mail service between Montreal and Vancouver is promised by the postal authorities if an experiment they contemplate carrying out from December 19 to 29 proves successful. Victor Gaudet, postmaster for the district of Montreal, told members of the Chamber of Commerce recently. The inauguration of such a service would take 24 hours of the time now required to deliver mail to Vancouver.

Mr. Gaudet emphasized the intention of the Federal Government to use this service as a factor in bringing all parts of the Dominion into closer communication. The Government had committed itself to a policy of providing an air mail service to settlements which are practically cut off from outside communication during the winter months, he said.

The speaker contrasted the difference in the manner mail is delivered to the island of Anticosti and Seven Islands, since the air mail service has been introduced. Formerly, these sections of the country had to be served by log teams, which took 15 days to cover the distance an airplane completes in a few hours.

Starting December 19, the authorities will give temporarily an air mail service from Winnipeg to Regina, from Regina to Calgary, and from Calgary to Edmonton via Saskatoon. In this manner a letter mailed here before 10 o'clock on Monday, leaves for Toronto by plane at 11:15 a.m., and is in Winnipeg by train on Wednesday morning. A half hour later it leaves for Regina by air and is there before noon. It reaches Calgary at 4:15 p.m. and is in Edmonton an hour later. A saving of 24 hours results.

As regards the international mail service which commenced on October 1, Mr. Gaudet is unable as yet to produce figures, but at present it is being more extensively used by the inhabitants of the United States than of Canada.

Some husbands give their wives kisses by the bushel. Others are content with a "neck."

When the battle was over and his side the victors, the medicine man's war bonnet was found some distance down the river where it had floated and lodged at a place where the stream makes a great "U" turn at a wide and deep depression in the prairie. Medicine Hat was the name immediately conferred upon the location.

Tourists

Ruyard Kipling Sees Utility in Increased Tourist Traffic

London—"That Maritime By-product, Passengers," was the topic of Ruyard Kipling at the annual dinner of the Liverpool Shipbuilders' Pioneers' Society.

Referring to the bad old days when passengers were neglected, Mr. Kipling went on to say: "Now that we have imposed the world-end habit on the week-end habit, the case is altered. So long as we passengers muster at boat stations with our belts on and do not try to alter the ship's course or set her alight, we can do absolutely what we please. And we do."

To take one side of our activities to assault lovely and innocent coast-towns, a thousand of us under cover of a gas attack by 200 motor cars. We roar through the streets, a pillar of dust by day. We come back at night, with our picture postcards, to dance to amplified gramophones on promenade decks.

"And this traffic—this prodigious tourist traffic—is increasing. Time and distance only excite it to wilder effort; for there is a man at this table who expressed his regret to me the other day that he could not for the moment—for the moment, mark you—include the Galapagos Islands (where the giant tortoise come from) in a tourist itinerary."

"Even supposing we may be able next year to cruise about, searching our initials on turtle back steers, what is the good of us? Apart from our dividend earning capacity, what moral purpose do we passengers serve in the general scheme of things?"

"This—and it is not a little matter when we are here again, and have arranged the snapshots of ourselves standing in front of the Pyramids or the Parthenon, we have, at the lowest, realized that there are other lands than ours, where people live their own lives, and they have hit upon the things we have hit upon to do about."

"Ad when interest in one's neighbor, curiosity about his surroundings are waked and can be gratified in hundreds of thousands of hearts, they make for tolerance, good will, and so peace. And that is to the good."

Many a woman doesn't know what trouble is till she has married the man of her choice.

When the battle was over and his side the victors, the medicine man's war bonnet was found some distance down the river where it had floated and lodged at a place where the stream makes a great "U" turn at a wide and deep depression in the prairie. Medicine Hat was the name immediately conferred upon the location.

Windsor-Detroit Bridge Soon Open

Two-Mile Structure Extending into United States to Have Great Effect on Traffic

Detroit—In process of construction across the Detroit River at a site where the Indians, for years before the arrival of the white man, found it most convenient to ford is the longest span highway bridge in the world, and when completed in the summer of 1929 will be known as the Ambassador Bridge.

This great structure will connect the trails which in years gone by led into the wilderness of both Michigan and Ontario, and which were traversed by the Huron warriors in their journeys to and from the river.

More than fifty years of the white man's efforts to bridge this river are culminating now in the rapid building of the span, which will join Detroit, Mich., to Sandwich, Ont. Early plans, developed in the days when Detroit was but a small community and the volume of commerce, were curious of ferries. One such plan was for a swing aside to permit river traffic to pass through the opening thus provided.

Progress Brings Relief

Even in those early days, however, it was foreseen that structures such as this would hamper development of traffic on Detroit River. Gradually as newer methods of construction made possible the great lengths of spans with the great masses of waterborne lumber, commerce through the Great Lakes, it became apparent that only in a single, mighty span from shore to shore could this international bridge be realized.

Came the automobile and with it the rapid growth of the city of Detroit and of the border cities of Ontario, along with the necessity for free interchange of passengers and freight. The ferry service, expand as it might, could not handle the ever-increasing volume of traffic without, at times, considerable delay.

It was Charles E. Ryan, of New York City, a consulting engineer, who took the first step to project a bridge along the river.

In 1925 plans for the international structure took definite form when Joseph A. Bower, of New York City, a former Detroit resident, became actively interested and completed the ultimately successful efforts to make the bridge a reality.

Location Is Praised

No better location for the bridge could be found than the one adopted, and the general type, a wire cable suspension span. Plans for the project were drawn and approved by the governments of Canada and the U.S. in the spring of 1927, which enabled the sponsors of the bridge to arrive at a final estimate of costs and to arrange for the necessary financing. On May 7, 1927, actual work on the bridge was started on the American side, and one month later work was begun on the Canadian end. The date for the bridge to open was established by a contract not later than August 16, 1928.

No delay was tolerated and every ounce of man and machine power possible has been exerted since the very beginning of the work, as is shown by a recent announcement that every indication points to the opening of the international highway on July 4, 1929. It is quite probable, too, that the Prince of Wales may be present at the ceremony.

For more than one hundred years the United States and Canada have lived peacefully, separated only by unfortified barriers. The Ambassador Bridge will be a new link spanning a water barrier to the more closely these friendly nations. Situated in a strategic position, where the flow of commerce is continually increasing, this bridge will promote the exchange of raw and manufactured product and constitute one of the most important contributions of recent years to the international growth and unity.

Almost Two Miles Long

The bridge structure itself, from entrance to exit, is approximately 1,900 feet, or almost two miles. The main span over the river is 1,550 feet in length, which exceeds that of the Philadelphia-Camden bridge—now the longest in the world—by 100 feet. The bridge will carry an unobstructed roadway forty-seven feet wide, with a capacity of five lanes of traffic and an eight-foot sidewalk. The clearance over high water in the river will be 135 feet near the shore and 152 feet near the center of the span.

The main piers which support the two steel towers are close to the two harbor lines, leaving the entire available stretch of navigable water free from obstruction. Each of the two piers supports a superimposed load of almost 20,000 tons and is composed of concrete cylinders, one under each tower column. These cylinders are thirty-eight feet in diameter and are carried about 115 feet down through the clay and sand to a firm bearing on the natural limestone rock.

Roads and Railways

New York Herald-Tribune: Time was when the line of progress in communications seemed clear. All over the world canals replaced roads, and then railroads replaced canals. Every town wanted at least a stub railway line. To-day many a stub railway line has been abandoned, even in the United States; and for local passenger traffic, at least, many railroads find it cheaper to operate bus lines paralleling their own tracks than to run steam trains over the rails. . . . The auto truck has changed the nature of the road. It is no longer a pair of muddy ruts carrying lumbering horses slowly across a few bare miles. The automobile on a concrete road keeps pace with the train, and except for heavy freight in bulk it serves the railroad's purpose even better. It delivers at the door, saving two reloading.

Seek New Wheat Grading Process

Saskatchewan Growers Want Present Visual Test Abandoned

Kipling, Sask.—Abandonment of the present visual test and the institution of a new process of grading wheat based upon protein values was recommended by witnesses representing the agricultural interests of southeast Saskatchewan who appeared before the Saskatchewan Royal Grain Commission, in its initial provincial session.

The farmers' representatives, who were selected to represent the district at a convention held recently also recommended absolute abandonment of grading in every form and the establishment of some additional grades, viz. four frosted or frost-damaged, to take care of grain too good for grade No. 5 and not quite good enough for No. 4.

"Witnesses testified that in this section the milling value of the year's crop is very high, that is the protein quality, but grades are low because of appearance and test weight," and color. Several speakers knew, by tests as well as fact, that local millers are making a fine quality of flour out of number six. This mill product is sold in this territory.

Thomas Porter, of Kelso, testified that the grain growers feel very strongly over the manner in which their grain is degraded, as he termed it, by lake-head mixing houses.

"This is our wheat. It goes into the private terminals without our consent and is mixed without our permission and the mixers extort a huge revenue from that source," said Mr. Porter. "When it goes overseas and comes back to Canada and sets the level of prices in turn that the wheat here is sold for, minus the cost of delivery at Liverpool it is an endless chain and vicious circle with the farmer getting the worst of it and the mixing house owners alone of all concerned reaping rich profits."

Wheat is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

Wheat is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

Wheat is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

Wheat is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

Wheat is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

Wheat is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

Wheat is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries. The blizzard is a natural phenomenon that has been known to the Indians for centuries.

Byrd Expedition Advance Guard Sails Southward

Supply Ship Eleanor Bolling Leaves Dunedin for South Polar Regions

Wellington, N.Z.—The advance guard of the Byrd expedition is sailing southward from Dunedin for the ice barrier. The ship Eleanor Bolling, under the command of Commander Richard E. Byrd, is the first of the expedition to leave Dunedin. The ship is carrying supplies for the expedition and is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

The Byrd expedition is a historic one, and the advance guard is expected to make a significant discovery. The expedition is led by Commander Byrd, who is a well-known explorer and aviator. The ship Eleanor Bolling is a supply ship, and it is carrying supplies for the expedition. The ship is expected to arrive in Antarctica in a few days.

Farm Notes

Flourishing Business

It is important to note that the business is flourishing. The market is strong, and the demand for goods is high. This is a good sign for the economy.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.

The market is strong, and the demand for goods is high. This is a good sign for the economy. The business is flourishing, and the future looks bright.