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Choice, Fresh and Cured Meats

Poultry, Butter and Eggs

Good Supply of Fish always on hand

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MILL STREET GEORGETOWN

Stores at Acton and Georgetown

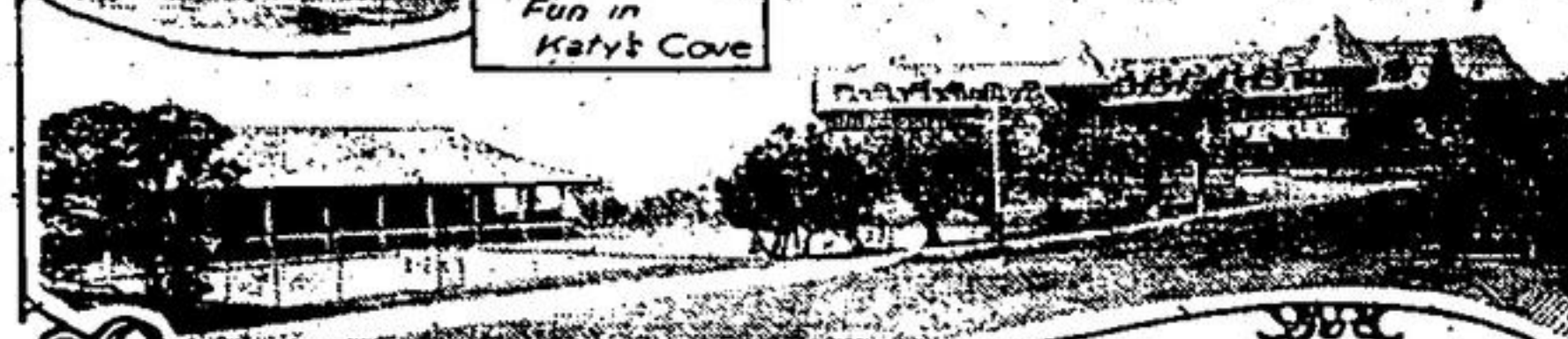
Cooling Breezes at the Golf Links of St. Andrew's



The Golf Links at St. Andrew's-by-the-Sea



Greenock Church, St. Andrew's

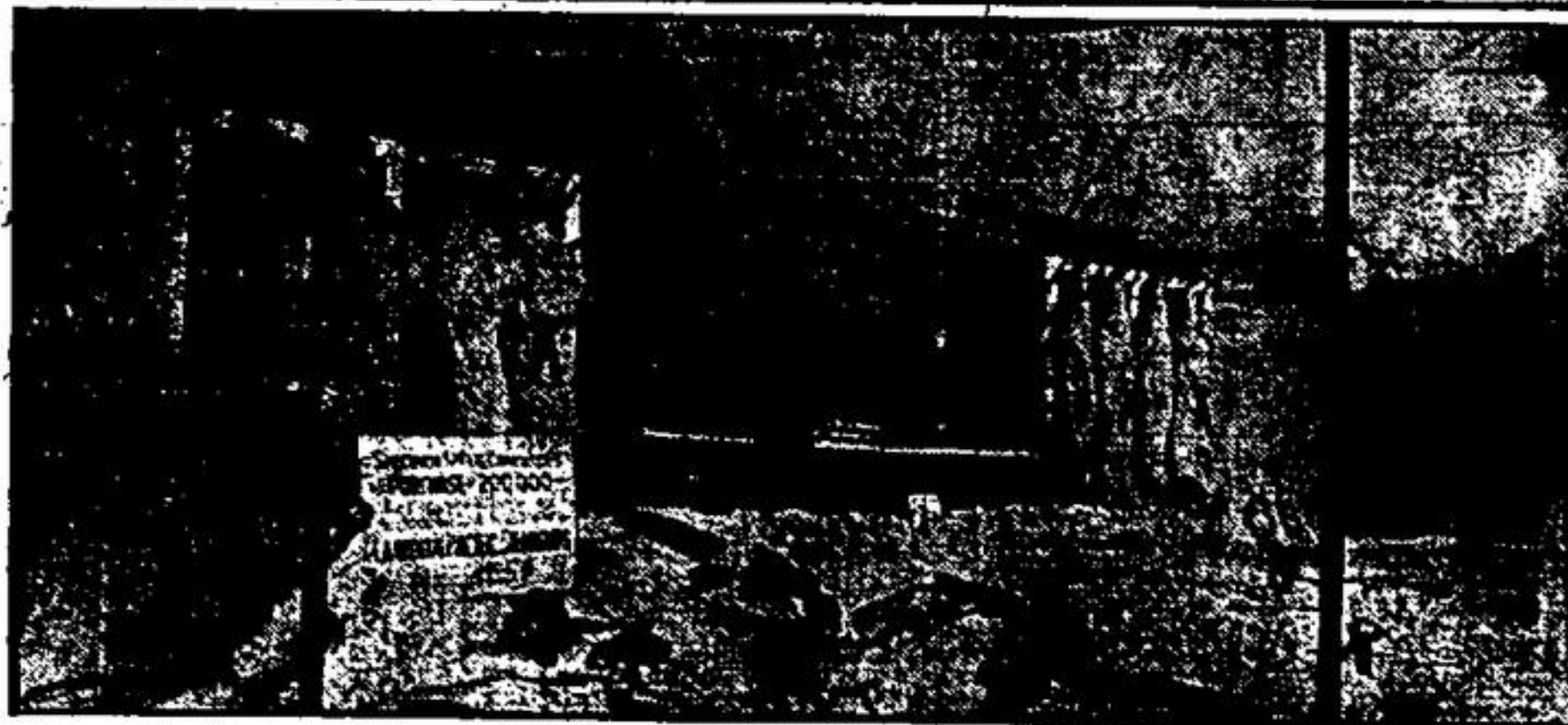
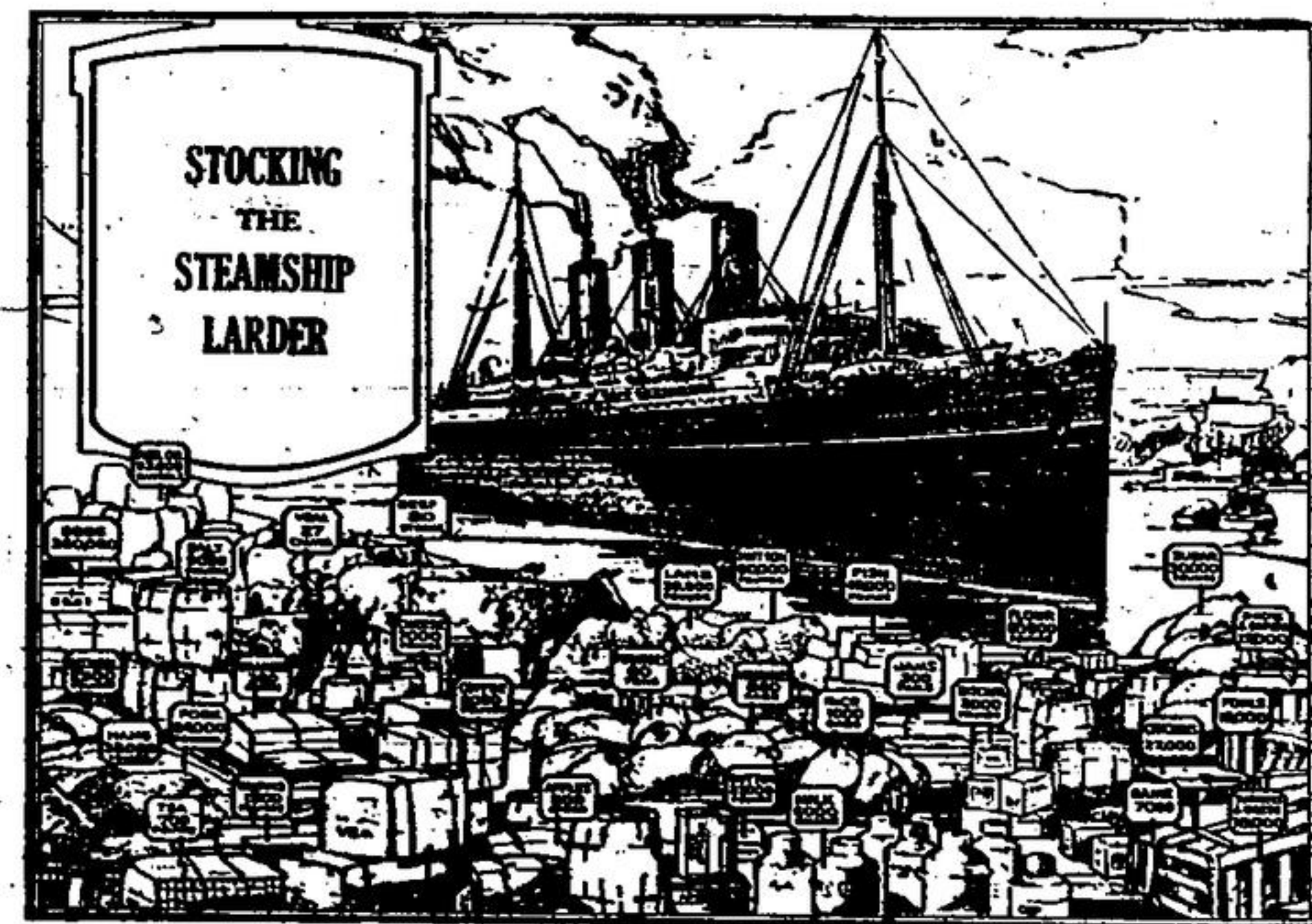


Algonquin Hotel

While the continent as a whole has been sweltering under a pitiless sun that has kept the mercury round the hundred mark, St. Andrew's-by-the-Sea, known as the Newport of Canada, has been blessed with delightful days. The temperature of this popular resort on Passamaquoddy Bay in New Brunswick, has averaged 70 degrees F. On July first the mercury stood at 82. This fact has drawn many visitors to St. Andrew's and the hotels are thronged with a gay crowd which, added to the Canadian smart set about the cottages overlooking the Bay, makes the Canadian Newport a lively place. Like its namesake in old Scotland, St. Andrew's is noted for its excellent golf links. These are laid out on a spit of land known as Joe's Point which projects into the blue bay and is swept by sea breezes at every hour. Golfers are to be found enjoying the course at all hours and many of the famous include world famous players. Bowling on the green is another attraction at St. Andrew's. This is a sport little known south of the border, but so popular at St. Andrew's that the green is lighted by electricity at night and keenly contested matches vie with the fine evening pleasures. Bathing in Katy's Cove affords safe delight to young and old, while the waters of the Bay lure sailors of all water craft to join in the weekly sailing and motor boat races. The motor roads in the vicinity are in fine condition and an afternoon run from the old town of St. Andrew's out over the hard packed road to the wooded heights above St. Croix and then on to St. Stephen is a joy that never fails.

G. W. V. A. Concert February 16th

Herald Advertising Pays



Exhibition in Montreal of steer carcasses weighing 200,000 lbs. and game, to be used on the winter cruises to the Mediterranean and West Indies by the Canadian Pacific Steamers, "Empress of Scotland," "Empress of France" and "Empress of Britain."

Recently prices beef was placed with exhibition in Albany's window, near St. Alexander Street, Montreal, purchased at the Toronto Christmas Show for use on the forthcoming cruises of the C.P.S.L. Steamers "Empress of France," "Empress of Scotland" and "Empress of Britain." It was arranged by the Canadian Pacific Steamships Ltd. The carcasses, all Canadian raised stock are of exceptional quality.

For three cruises the requirements in beef are approximately 175,000 pounds, or in other terms 235 choice steer carcasses with a dressed weight of 150 lbs. each. The turkey, chickens, oysters, ducks and sucklings have been specially fattened for the particular requirements of these cruises, and no cold storage stock of any kind is to be used. The different kinds of poultry are also of uniform weight and

In general the requirements for the Empress of France, Empress of Scotland and Empress of Britain are as follows:

Chicken, fattened	15,000 lbs.
Chickens, broilers	12,000
Cappons	15,000
Fowls	18,000
Ducklings	9,000
Game, assorted	7,000
Lamb	80,000
Mutton	80,000
Pork	24,000
Pork Loin	3,000
Bacon	80,000
Ham	15,000
Eggs	250,000
Butter	37,000
Milk	4,000 gallons
Cheese	7,000 lbs.
Greens	8,800 lbs.
Coffee	6,000
Sugar	30,000
Flour	60,000

Potatoes 60 tons
Raspberries 8,000 lbs.
Carrots 7,000
Cauliflowers 180 dozens
Celery 240
Cucumbers 80
Cabbages 360
Kear Plant 600
Lettuces 180 dozens
Onions 7,000 dozens
Spinach 900
Tomatoes 1,500
Fish, assorted 45,000
Apples 240 cases
Bananas 1,000 lbs.
Grape Fruit 100 cases
Lemons 45
Oranges 800
Pears 3,000 lbs.
Grapes 2,000

In addition to these quantities, special fruits, and tropical delicacies will be purchased at different ports on the cruise.

ALMOST HUMAN ENGINE

Inventor Thinks That It Will Be "Road-proof."

Strange events—Inventors have played in the past, such there was never one more remarkable than that perpetrated by an Austrian. But although it was a failure, it is probably a great invention.

For a long time Mr. Angen has been experimenting with a car engine, and at last he has succeeded in producing the "fool-proof" railway. Although the liability to error is not avoided, error is rendered completely harmless.

Electricity is the secret of this invention. The engine is stopped automatically when another engine is on the same line, and in the event of anything happening to the driver, the only effect is a temporary cessation of traffic.

A few simple levers attached to the engine two inches above the rail do the trick. All you see on the track is a wire joining the rails at their junction. A small box of electrical fittings is mounted on the engine's compact magnet under the hand of the driver.

Electrical sympathy between engine and rail prevents the brakes from going on and steam being shut off. Directly that sympathy is broken the brakes are applied automatically and steam is shut off. This sympathy must be broken if another engine is on the same section of line or if the line is broken in any way.

The system has been installed in Sweden, and is to come into active use in that country almost immediately.

Feet of Great Writers

Some interesting details about the feet paid to great writers of the past have been gathered by Dr. Leonard Huxley, editor of the Cornhill Magazine. Thackeray was offered \$350 a month for the "first serial right" of any story he might choose to write for the "Cornhill"; and he was to be paid twelve guineas a page for any additional matter. Thackeray accepted joyfully and was subsequently made editor, with an additional £1,000 a year. Tennyson was offered five thousand guineas for 4,750 lines of poetry. He laughed, and the offer was not repeated. The first number of the "Cornhill" was sold in 1840; 10,000 copies were sold of it. George Eliot was paid £7,000 for "Romola." Trollope was offered £3,000 for a serial story, and the publisher offered £2,000; the author then offered to lose Mr. Geo. Smith, the founder of the magazine, for the other thousand. But the publisher apologized; he said that he could never hold up his head again in the counting-house if his clerks became aware of his toasting with authors over the price of their manuscripts. At a later period in the history of the magazine, Leslie Stephen, the editor, had to warn Thomas Hardy to go gingerly in "The Madging Crowd," and declined to publish "The Return of the Native." Ruskin's "Unto This Last" appears to have frightened readers; it had to be stopped.

New Devices for Mines

Ever since the invention of the miner's safety lamp, by Humphrey Davy, Great Britain has devoted keen attention to the subject of safety devices in mines. Experiments recently conducted by the British Scientific and Industrial Research Department have resulted in the design of two new types of rescue apparatus which are proving most successful. Both types of apparatus are what is known as "regenerative"; that is to say, the air expelled by the lungs is purified, supplied with oxygen, and returned to the lungs. When a man wears this apparatus he is able to enter smoke or poisonous atmospheres without suffering ill effects. The apparatus and the lungs really form a closed circuit, and the lungs serve as a pump to circulate the air round that circuit. In one type of apparatus the oxygen is supplied from liquid air, and in the other type it is obtained from a solution of compressed gas. Both are designed to enable the wearer to undertake continuous heavy physical exertion for at least two hours. As a matter of experience, they can satisfy all the breathing needs of the wearer for three hours.

Spooning the Herring

The herring has always been regarded as a magic fish by the Highlanders of Scotland. They believe it is subject to various occult influences, and when, as has happened, the herring deserted old haunts, the Highlanders indulged in queer practices to lure it back.

There is a legend that once, when the shoals had left Loch Broom, a life-size model of a herring was made of silver, towed round the head of Lewis, where the fish had gathered, and then taken into Loch Broom and sunk.

Thus the deserters were lured back to their old home. Superstition says that so long as the dummy fish remains at the bottom of the sea herring will never be far away from the loch.

Why?

"Father," said a little boy, thoughtfully, as he watched his parent collect his notes and arrange the slides for a parian entertainment, "why is it that when you spend your holiday in the Holy Land you always give a lantern lecture on it? You never do when you have been to Paris!"

A Chicken's Heart

A chicken's heart, removed before the bird was hatched out and enclosed in a special glass incubator in New York, has been hatching for eight years.

"Who's Who?"

Author—"They talk of putting me in 'Who's Who.'"
Friend—"Whose zoot?"

Worthy Life Lives in Memory

When the sun goes below the horizon, he is not set; the heavens glow for a full hour after his departure. And when a great and good man dies, the sky of his life is a luminous long after he is out of sight—Becher.

Varieties of Gladness

The glad hand is the one that knows how to give a lively shake, but it doesn't stop at that. The hand that gives and the hand that uplifts belong also to the glad variety.

The Spending Guest

Departing Guest—"Enjoyed ourselves—Oh, yes! What I'm upset about is leaving your hotel so soon after I've bought it."—London Opinion.

To Be Remembered
Learning, undigested by thought, is labor lost.

A Winter Sports Expert



Mr. C. B. Vasecha, a noted Swiss ski instructor, who has won numerous championship trophies in various international ski competitions at St. Moritz, Davos, Klosters, and other famous Swiss resorts, is located at the Chateau Frontenac hotel, Quebec, this winter, where his services will be available for any one desiring instruction in any and every branch of skiing. Born in Davos, Switzerland, and being an active ski enthusiast from his boyhood, Mr. Vasecha's experience covers a period of 20 years mostly in that country. He is an expert of international reputation and holds the European record for distance in ski jumping, having jumped 208 feet at Klosters in 1915. He holds the Swiss championship for fancy skiing, including the "Etolmark," the "Christiana," cross jumps, etc. He was instructor of skiing in the Swiss Army during the Great War. He was instructing at Lake Placid Club during the winter season of 1920-21. The upper illustration shows C. B. Vasecha racing on his own white in the lower picture one gets a good idea of the fine physique which winter sports have developed in the man.

Another interesting feature of winter sports in Quebec City this season is a young team of wolf-like huskies which have been brought from the far north of Canada for the entertainment of those visiting the ancient city.

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Second Annual

January Clearing Sale

Boots, Shoes

—AND—

Rubbers

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Have You taken advantage of This Sale Yet? If Not, Get Busy.

This is a Chance to Save Money

We Do Shoe Repairing

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RAILWAY PROMOTIONS



J. P. BURNS. A. H. CADIEUX

Mr. J. P. Burns is appointed Assistant Chief of the Dept. of Investigation of the Canadian Pacific Railway, with headquarters at Winnipeg, succeeding Lieut. Colonel William McLeod deceased. Mr. Burns entered the service of the Canadian Pacific as chief clerk in the Investigation Department, Montreal, having been connected with it since its inception in January, 1913. He was attached to the Montreal office as assistant to Mr. R. G. Chamberlin, chief of the Investigation Dept., prior to which he was for many years private secretary to the late Silas H. Carpenter, who was then chief of Detectives of the City of Montreal. Previous to entering police work he was employed in various capacities with the Grand Trunk Railway System, the Boston & Maine Railroad and the Intercolonial Railway.

Mr. A. H. Cadieux is appointed Assistant to Mr. R. G. Chamberlin, chief of the Canadian Pacific Investigation Dept., with office at Windsor St. Station, Montreal. Mr. Cadieux joined the service in July, 1913, as investigator in the Investigation Dept. In May, 1915, he became inspector, and from this position he goes to fill the vacancy created by the promotion of Mr. J. P. Burns. Previous to entering the service of the Canadian Pacific Railway Mr. Cadieux was connected with the Grand Trunk Railway for a number of years; he was special agent from 1907 to June, 1913, when he severed his connection with that railway to accept a position under Mr. Chamberlin, Chief of the Dept. of Investigation.