

Handsome Cup for C. P. Liner Making World Cruise



1. Cup being placed in niche in Library of the Canadian Pacific... 2. Cup being presented to the Canadian Pacific R.M.S. 'Empress of France'... 3. This photo shows the Cup presented to the ship and the Replica given to Commander Griffiths.

At Southampton, the Canadian Pacific liner Empress of France was presented with a silver cup 27 inches high weighing 157 ounces on Friday, October 30 by C. S. Quartermaster on behalf of the Round the World Cruising Party on this ship during the winter 1924-25. The cup is a copy of the Gold Entente Cordiale Cup presented to France by His Majesty King Edward VII and was given as a token of their appreciation for the splendid time the passengers enjoyed on their long cruise. The Cup, with suitable inscription, was placed in a niche in the library of the ship and a replica of it was presented to the Commander of the ship, R. Griffiths, R.N.R. This memento has a special high value in the eyes of the officers of the ship as it represents the satisfaction of passengers who had made a three months voyage of 34,000 miles under their care. The inscriptions speak for themselves. On the cup is engraved: Presented to the Canadian Pacific R.M.S. 'Empress of France' by passengers on the 1925 Cruise in appreciation of a remarkably successful voyage of 34,000 miles. Commander R. Griffiths, R.N.R. Inscription on the Replica presented to the Commander reads as follows: This Replica presented to Commander E. Griffiths, R.N.R., R.M.S. 'Empress of France' by passengers on the 1925 Cruise in appreciation of his skill and unflinching courtesy throughout a most wonderfully successful voyage of 34,000 miles. With even greater comforts on board the palatial ocean liners than any to be had on shore it is not surprising that cruising has seized the popular fancy. This year many will avail themselves of the opportunity of making the Round the World Cruise on the Canadian Pacific liner, Empress of Scotland. The liner leaves New York on December 3 and returns April 10 via the Panama Canal after visiting over 21 countries en route including 26 ports of call, and arriving in the Holyland on Christmas Day. Cruise members proceed to Jerusalem and Bethlehem by train after disembarking at Haifa. After a day and half visiting scenes made memorable by the life of Our Saviour the party goes on to Cairo by train.

... Firemen's ... BALL & SUPPER



New Year's Eve Thurs. Dec. 31st

Don't You Miss It

"Big Game Hunter Lauds Canadian Rockies



Col. Philip Moore, Princeton Graduate, big game hunter, war veteran, and mountain climber, is so well known in the Canadian Pacific Rockies that, as one guide put it, "the hails a grizzly when it passes him and asks after its mistus and the cubs." Ever since Col. Moore first hunted the mountainous regions of Alberta and British Columbia, he has managed to spend part of each year hunting, camping, and climbing the mountains. He returned recently from a summer trip to the Yoho Valley, where he added a few more miles to his 2,500 mile record on horseback as a member of the Trail Riders of the Canadian Rockies. The building of good roads through the mountains and the resultant growth in automobile traffic is a new feature which adds greatly to the increase in tourists. The opening of the Banff-Windermere road, and the road from Lake Louise to Wapta, thus making a splendid highway all the way from Calgary through the Kicking

Distinctive Gifts for Christmas

We have just received our 1925 Xmas specialties and are glad to announce that the variety is hitherto unsurpassed. We would strongly advise the public to come in and see our stock before deciding what to choose.

Some Suggestions

For Ladies and Girls	For Men and Boys
Bedroom Slippers	Gloves
Scarfs	Hockey Boots
Silk Camisoles	Fine Shirts
Furs	Spats
Silk Hose	Cuff Links
Handkerchiefs	Neckwear
Spats	Caps
Blouses	Handkerchiefs
Gloves	Armbands
Boudoir Caps	Mufflers
Purses	Braces
Umbrellas	Sweaters
Sweaters	Umbrellas

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D. BRILL & CO.

167 Mil & Main Streets
Georgetown

KEEPING HENS HEALTHY

DRAINAGE AND VENTILATION BOTH VERY IMPORTANT

In Wild State Birds 'Look After Themselves, But If They Are to Work for You They Must Do Things for Them.

(Contributed by Ontario Department of Agriculture, Toronto)

If poultry are to be kept free from disease their living quarters will require as much attention as those of other stock. The specialists give the poultry this attention and more, but the great majority of poultry keepers neglect the housing conditions. First of all the house should be supplied with drainage that will insure a dry floor at all times. Drainage promotes the growth of bacteria and makes birds subject to colds, roup and other diseases. Ventilation without drafts is very necessary, fresh air coming in and foul air going out. Large amounts of moisture are eliminated from the lungs of birds. There are no sweat glands in the bird's metabolism is much more intense than it is with other farm animals. The exhaled moisture must be removed or the house will become damp and unsanitary. Provide four square feet per bird, face the house south and provide a large, open front through which the sun's rays can enter and reach every inch of floor space. Arrange the interior of the house to facilitate easy cleaning and disinfection. This means movable roosts, roosts and feed troughs, that can be lifted out to permit a thorough cleaning, at least once every three weeks.

The flocks. Don't fence in the poultry if it can be avoided. Better fence in the garden and give the birds the run of the farm. The green feed and insect life will do much to keep the young birds growing and healthy at no cost. If the birds must be reared under intensive conditions, then two fenced-in runs should be provided. These should be planted with clover and seeded to some green feed crop, being used for the birds alternately. The use of lime and the application of the spade frequently will do much to keep the yard in fair condition.

The utensils. Most diseases spread through contaminated feed and water. To prevent contamination, the utensils should be of such a design that the bird cannot get its feet into them. Feed hoppers and water fountains clear of scratching, and have a narrow platform on which the bird can stand while feeding. Wide platforms will mean contamination. One large hopper or fountain is much better than a lot of little ones. Utensils in which milk and antiseptic drinks are used should be of crockery or enamel ware. Feeding utensils, if of such type as can be soiled by the birds, should be given frequent attention and kept in sanitary condition.

The practice of throwing scratch feed on the same spot of ground is not the best. Those attending poultry should keep in mind that the bird soils or contaminates whatever ground it passes over, and the greater area of range the less the degree of contamination. The chicken cannot use a fork or shovel to clean the yard or pen, in which you keep it prisoner. In the wild state the bird looks after its own hygiene as a creature of domestication under your charge, you must do it, if conditions are to be the best.—L. Stevenson, Dept. of Extension, O. A. College, Garfield.

Services Rendered by Stock Yards.

The service generally performed by the Union Stock Yards and for which charges are levied on its patrons, is that of supplying a suitable place for assembling, sheltering, feeding, grading, dealing in live stock with all the protection facilities and conveniences needed for such operations.

On arrival at the stock yards the company accepts the responsibility of the live stock. Its employees unload and deliver the stock to the alleys of the different commission firms to which it is consigned; the cattle to the cattle sheds, sheep and calves to the sheep building and hogs to the hogs building. The pens are padlocked until the commission firm signs and takes over the consignment. This is the service and protection the Stock Yards Company renders for their unloading fee of \$1.00 per car.

In addition to the services of unloading and yarding, the Stock Yards Company supply and operate weigh scales over which all stock sold must be weighed, guaranteeing correct weights to the vendor and purchaser. No additional charges are made for this service, it being included in the yardage charges. The employees of the company, feed and water the stock when requested and keep the pens and alleys clean and in repair. They also do a great deal of feeding about the yards and assist the Government Hog Graders. There are services that have additional fees on some yards. The company maintains a traffic department whose services are available to shippers at no expense in making arrangements with the railways for cars or in case of disputes over loss and damage in transit. The company also maintains an office building for the use of commission firms, banks and Government officials, so that the business of its patrons may be quickly and conveniently transacted. Live stock is insured against fire while in the yards, for which 15 cents per car is charged against the seller of the stock. The alleys and pens are also cleaned and disinfected against outbreaks of contagious disease under instructions laid down by the municipalities and the Health of Animals Branch of the Federal Department.—A. Letich, Dept. of Economics, O. A. College.

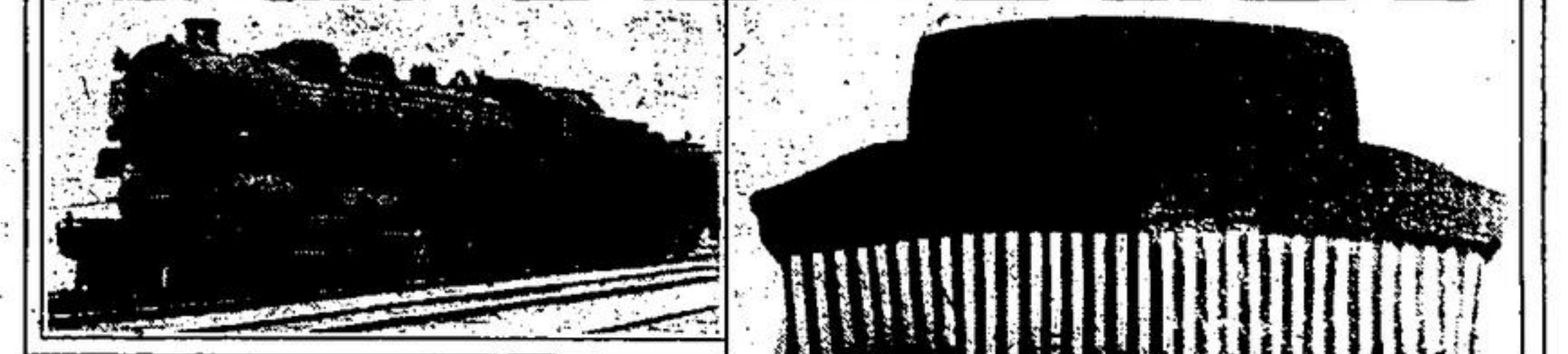
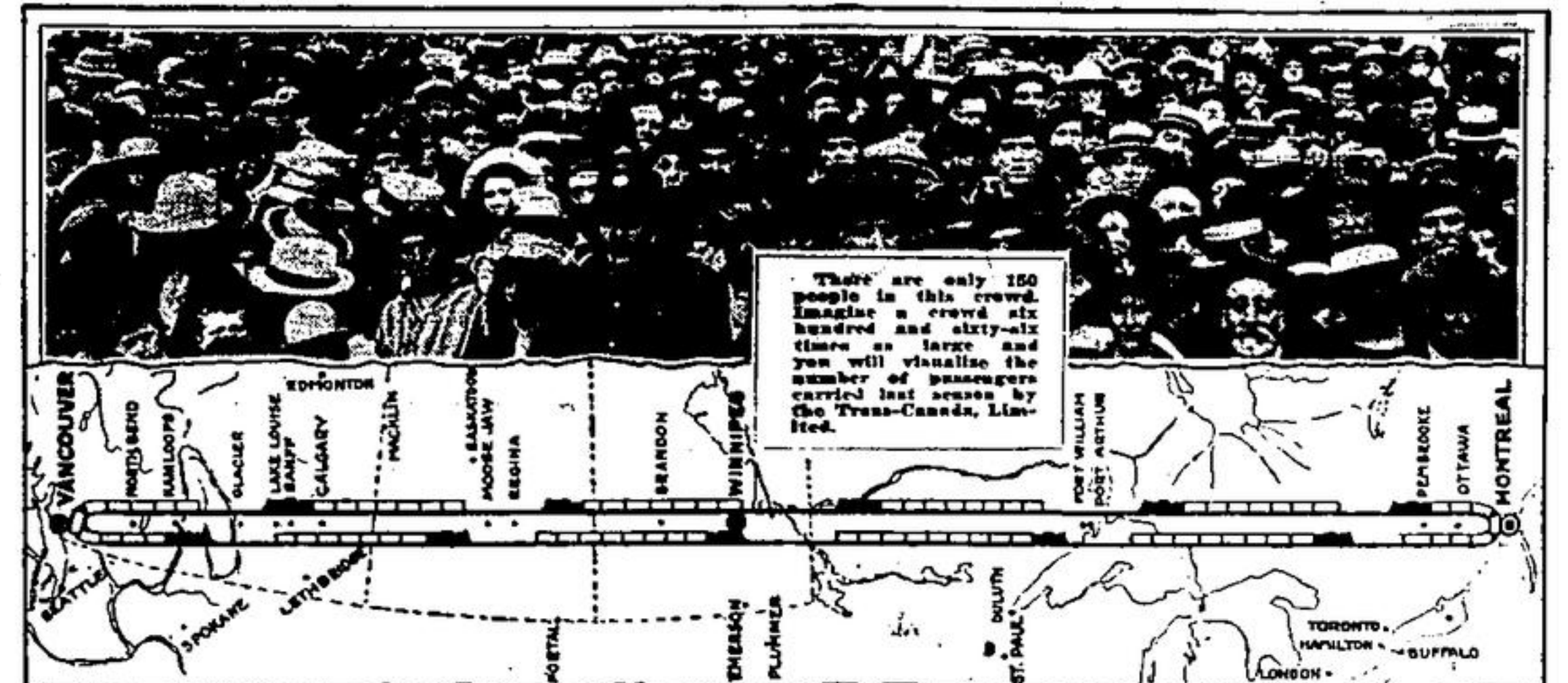
Keep pigs in the coolest place possible and market them often in hot weather. Eggs that are fertile will begin to spoil in twenty-four hours or less if the temperature is as high as 80 degrees.

A huge timber wolf was shot by a party of fox hunters a few days ago in a swamp on the 14th line of Esquimaux. For some weeks it had been killing sheep and fowl in the neighborhood. Its pelt measures nearly six feet from tip to tip.

Kitty Danced—And Now She Pays

She is tall and slender, with coquettish blue eyes and hair that is combed delicately up, and she is known to all as Kitty. It is not long ago that she was a very fat girl, but she has lost the extra pounds and now she is a slender, well-proportioned young woman. Her mother, who is a widow, has been very kind to her and has given her a good education. She is now a teacher in a school and is very popular with her pupils. She has a very good character and is very kind to all who meet her. She is now a very successful young woman and is very happy in her life.

THIS SEASON'S TRANS-CANADA MILEAGE EQUALLED THREE TRIPS TO THE MOON



The Trans-Canada Limited, the crack transcontinental express of the Canadian Pacific Railway, operated from May to September, completed its 1924 schedule on September 13th, when its last train started and on September 17th these trains steamed into the terminal at Montreal and Vancouver, bringing to a close one of the service's most successful seasons. The train covers the 2,886 miles of its run between the two cities in 80 hours and its Toronto-Vancouver run of 2,707 miles in 85 hours.

Mr. C. B. Foster, Passenger Traffic Manager, summing up the season's performance, gave out some remarkably interesting figures which afford a partial insight into the magnitude of the task of maintaining such a service. The Trans-Canada Limited began its runs this year on May 18th, and before being discontinued made 119 trips in each direction, or 238 in all. The equipment of the train is limited to one baggage, one dining car, four standard sleepers, one 10-compartment car Vancouver to Montreal, and one 10-compartment car Toronto to Winnipeg, with a drawing room 3-compartment observation sleeper Montreal to Vancouver, plus a local sleeper on the west-bound movement only from Port William to Winnipeg. This means that the train has a one-night use of approximately 100,000 berths. The east-bound and west-bound trains together covered 6,282 miles every day, which includes the distance between Montreal and Vancouver, 2,886 miles, and between Toronto and Sudbury, 350 miles, covered by each train and its Toronto-Sudbury connection. Thus the season's mileage was 758,745 for the 238 trips, or three times the distance from the earth to the moon.

Each day four Trans-Canada trains were in motion over the company's lines in each direction. At 8 A.M. each day, one was west-bound between Estler and Chapleau, one between Kenora and Winnipeg, one between Medicine Hat and Calgary, and one between North Bend and Vancouver, while at that hour one east-bound was approaching Estler, one approaching Regina, one east of Port William and North Bend, Chalk River and Ottawa. The complete sets of equipment, of which four were in motion each way every day, and one was being cleaned, refitted and turned round at each end of the run were required to maintain the service.