

Here and There

The sea fish catch on both coasts in Canada for the nine months ending September, 1925, was worth \$19,997,076, as compared with \$18,118,456 for the same of 1924, an increase of \$1,878,620.

A gold medal has been awarded to the Canadian Pacific Railway for the Company's exhibit at the Canadian National Exhibition this year. On one side of the medal is a portrait of the Hon. Howard Ferguson, Premier of Ontario, while on the other is a scene on the exhibition grounds.

E. W. Beatty, chairman of the Canadian Pacific Steamships, stated recently that more liners of the type would be built to replace older liners, such as the Maribou, Marlburn and Montreal. The new ships will be similar in all respects to the S.S. Montclair and Montreal. The Maribou, Marlburn and Montreal will be sold.

A fish caught in Shuswap Lake, British Columbia, after a forty-minute fight turned out to be a monster rainbow speckled trout, weighing 17 1/2 pounds, with a length of 36 1/2 inches and a girth of 24 1/2 inches. It was donated and exhibited in the windows of the Dominion Express Company, Montreal, before being shipped to the owner in England.

Live stock exchanges are to be formed in Montreal to prevent the sharp decrease in the number of cattle. In the period 1920-1924, there was a reduction of 321,000 head of cattle in the province of Quebec. Because of the low prices for live stock, the Quebec farmer has refused to fatten for the long period of feeding and tending, and kills the calves.

Seventeen passenger twin-engine flying boat, which it is said will revolutionize the aerial fire-fighting methods employed by the Government protective patrols, is being tested at the Dominion Government Airports at South March, near Ottawa. If satisfactory it will be flown to Manitoba where it will take on fire preventive duties in one of the most important forest areas.

The 1925 total of dividends paid and declared by gold and silver mining companies in Northern Ontario is \$16,402,174, representing a gain of \$2,913,131 over the dividend record of 1924 and constitutes the greatest record for Canadian precious metal mining industries. From 1904 to 1925, silver was discovered in Cobalt in 1904 and gold found in Porcupine and Kirkland Lake in 1909 and 1910, records show total dividends of \$150,774,199 from these fields. The aggregate profits are now averaging \$1,000,000 a month.

Bettering the world record of 3,447,824 bushels of all grains marketed on C.P.R. western lines Thursday, November 19, A. Hatten, general superintendent transportation of the system, has reported that 3,569,000 bushels were marketed on Friday, November 20. From August 1 to November 20 inclusive, 14,678,445 bushels of all grains have been marketed at stations adjacent to Canadian Pacific Railway lines as compared to 109,851,136 bushels for the same period last year, an increase of about 35 per cent.

Sponsor of what is confidently expected to be the most brilliant winter season in Quebec, the Winter Sports Club has been launched under the patronage of the Lieutenant-Governor of the Province, Hon. N. Perceux; Hon. L. A. Taschereau, Premier of Quebec; Mayor J. Samson of Quebec, and Mayor Desjardins of Lévis. The major events of the season are the International College Ski competition on December 26; the International Snow Shoe Convention, February 6-7; and the Quebec Dog Derby, the date for which has not yet been fixed.

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Hospital for Sick Children

Christmas, 1925. This is the fiftieth year—the semi-centennial of the Hospital for Sick Children. It is the Golden Anniversary of an institution which started out in 1875 with a six-bed equipment to care children medically of their illnesses and to rid them surgically of their disabilities. Fifty years have passed and the hospital has grown into one of the greatest institutions of its kind in the whole world.

The people of this province demanded this service—and they have made it possible by their Christmas Time gifts. They are rewarded by the knowledge that thousands of Ontario children will grow up into manhood or womanhood blessing the "little blue coats" wherein they were restored and strengthened to play a full part in the battle of life. To win back health for six thousand boys and girls was the measure of the hospital's ward-service alone this year. Besides that there were over half a hundred thousand attendances in the Out-Patient Department, where the less serious cases are treated. All this costs a great deal of money, even though the doctors give freely of their skill and the nurses of their care. There is board and lodging and laundry to be provided, besides the heat that can be procured in the way of all the medical and surgical supplies required to treat the myriad ailments and accidents to which children are subject.

In order to maintain its high standard of efficiency and also to widen the scope of its service through clinics conducted all over Ontario, the Hospital is compelled to borrow heavily during the year. On the occasion of its fiftieth Christmas an appeal is made to the public for the funds which will allow the Hospital for Sick Children to enter upon its second half-century of service with its courage renewed by a credit balance in the bank. It is indeed a noble cause which I feel sure you will cordially commend to your readers.

IRVING E. ROBERTSON, Chairman Appeal Committee. Note—This Hospital does not receive an appropriation from the Federation for Community Service Drive.

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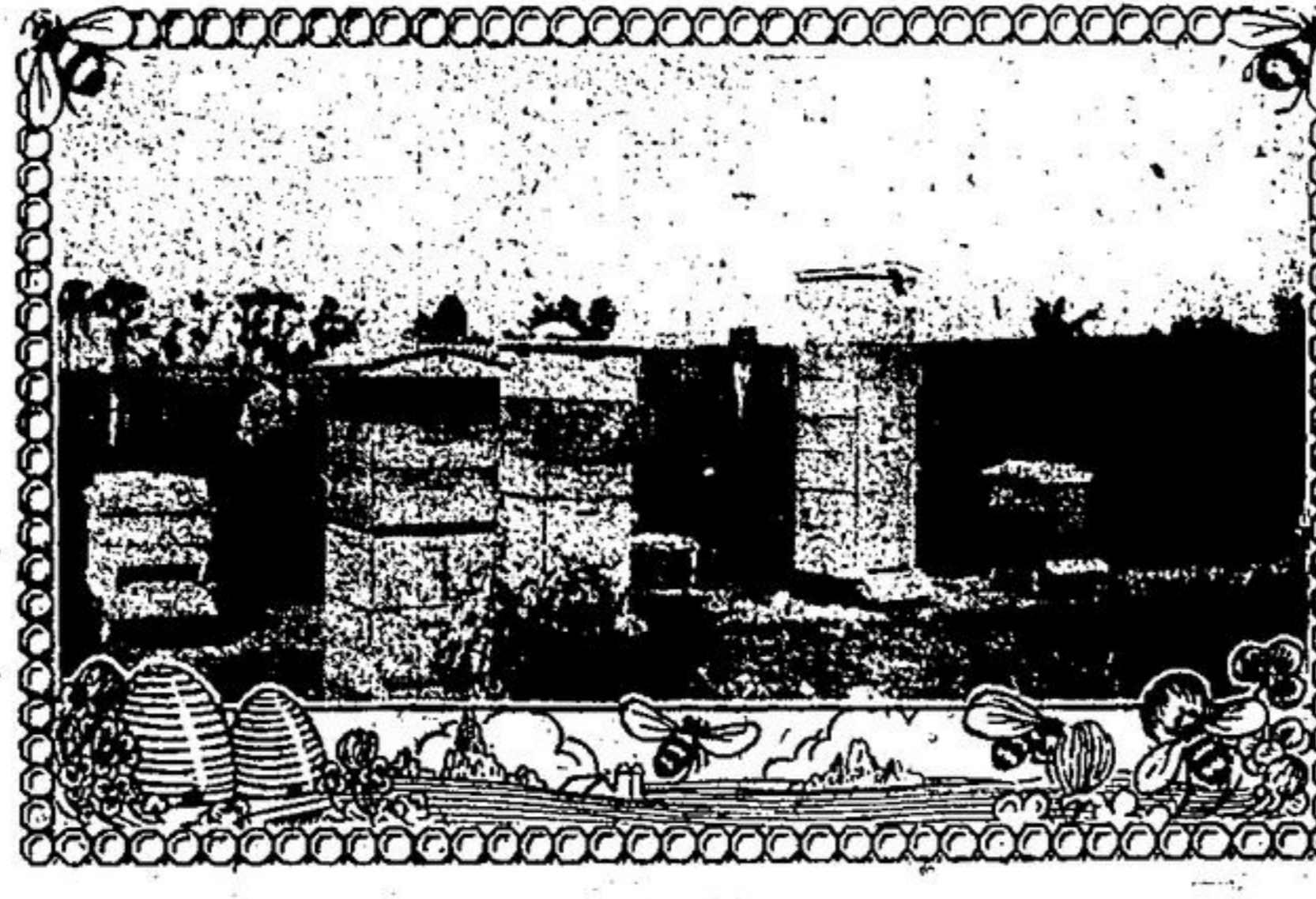
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Dr. James Inches, Commissioner of Police, Detroit, and a guest at the Canadian Pacific Bungalow Camp at Nipigon, holds the record for the biggest marlin trout caught in the Nipigon River this season, having captured a fish weighing 7 1/2 pounds. This catch was above the average, but a larger number of six pounds have been taken from the Nipigon this season. Several years ago, and from practically the same place, Dr. J. W. Cook, of Fort William, caught the world's record speckled trout, which weighed fourteen and one-half pounds, and was more than two and a half feet long.

A record was established recently, when one of the latest type of Canadian Pacific locomotives drew a train of 42 cars of newspaper, weighing more than 1,100 tons, from the plant of the Abitibi Pulp and Paper Company, North Bay, to Toronto, with- out mishap. Ordinarily, it would have taken two passenger engines to haul such a load for the 320 miles. After proving its worth by this feat the huge engine, together with an all steel train consisting of wood to your tourist, dining and sleeping cars, and a baggage and compartment car, formed part of the Canadian Pacific exhibit at the National Exhibition at Toronto.

Manitoba Bees Set out to Make a Record



Who ever heard of a hive of bees that in one day gathered no less than 25 pounds of honey? If anyone doubts that the busy bee can be as busy as all that, refer to Mr. W. D. Wright who has a large and prosperous apiary near Souris, which, in southern Manitoba on the Canadian Pacific Railway, and if anybody doubts the fertility of the Province of Manitoba or wonders if the summer suns there shine down on wide fields of glorious bloom, let him read the following which is gathered from the columns of the "Souris Plaindealer."

It was on July 31st last that the hive of bees beside which Mr. Wright stands in the above picture gathered and stored the twenty-five pounds and established a record for this continent and perhaps for the whole world. There was no doubt about its being true, because the Provincial Department of Agriculture made the test. From July 13 to August 3, the hive stood on a scale and every evening when the bees' work was done and they had gathered around their hive to talk it over, the weight of the hive was taken. The first gain was on July 14 when 1 1/2 pounds was brought in and from that quantity the daily take varied up to 14 and 16 pounds. But on July 31 the bees got together and made a special effort just to show what they could do in the way of establishing records.

Perhaps they had just discovered that their efforts were being recorded. Anyway we can imagine that the night before, the queen called the crowd together, or perhaps only the captains of teams, and said something like this:—

"Now, boys, the world's got its eye on you and tomorrow's the day we go over the top. Any lad that comes in here with less than his full load gets into trouble and the chap or team bringing in the biggest bag gets a wax medal with my picture on one side and his own name on the other."

And how they worked that day! They worked all the other days of the season too, because the total honey produced for the season was 496 1/2 pounds. Of course there were two or three rainy days when they stayed at home and did chores around the hive, and two or three other days when it didn't rain, but they stayed home anyway to look after the local elections or something like that. And when it was all over no doubt the queen said "Well, it's been a pretty good working season, I'll tell the world," and so always in the case the Queen was right.

Having proved her superiority as an organizer, etc., it was natural that wider spheres of endeavor should call to this queen, so Mr. Wright shipped her to a big Bee firm in Alabama who are sending him another queen, ten of her daughters next spring and three two-pound packages of bees with three more of her daughters in command. The trade was worth \$30 to the Florida Apiaries. The locating, capturing and caging ready for exportation of the Wright queen was witnessed by J. W. Breakey, M.L.A., and a representative of the Plaindealer. She was indeed a very fine lady and was head of an enormous population that objected pretty strenuously to her removal, and you cannot really blame them for that. Mr. Wright's Florida Apiaries this year produced almost four tons of honey and he hopes that next year Southern Manitoba and the neighborhood of Souris in particular will again show the world something startling in the way of honey production. In the meantime our friend the queen will continue her campaign for a bigger and better honey crop.

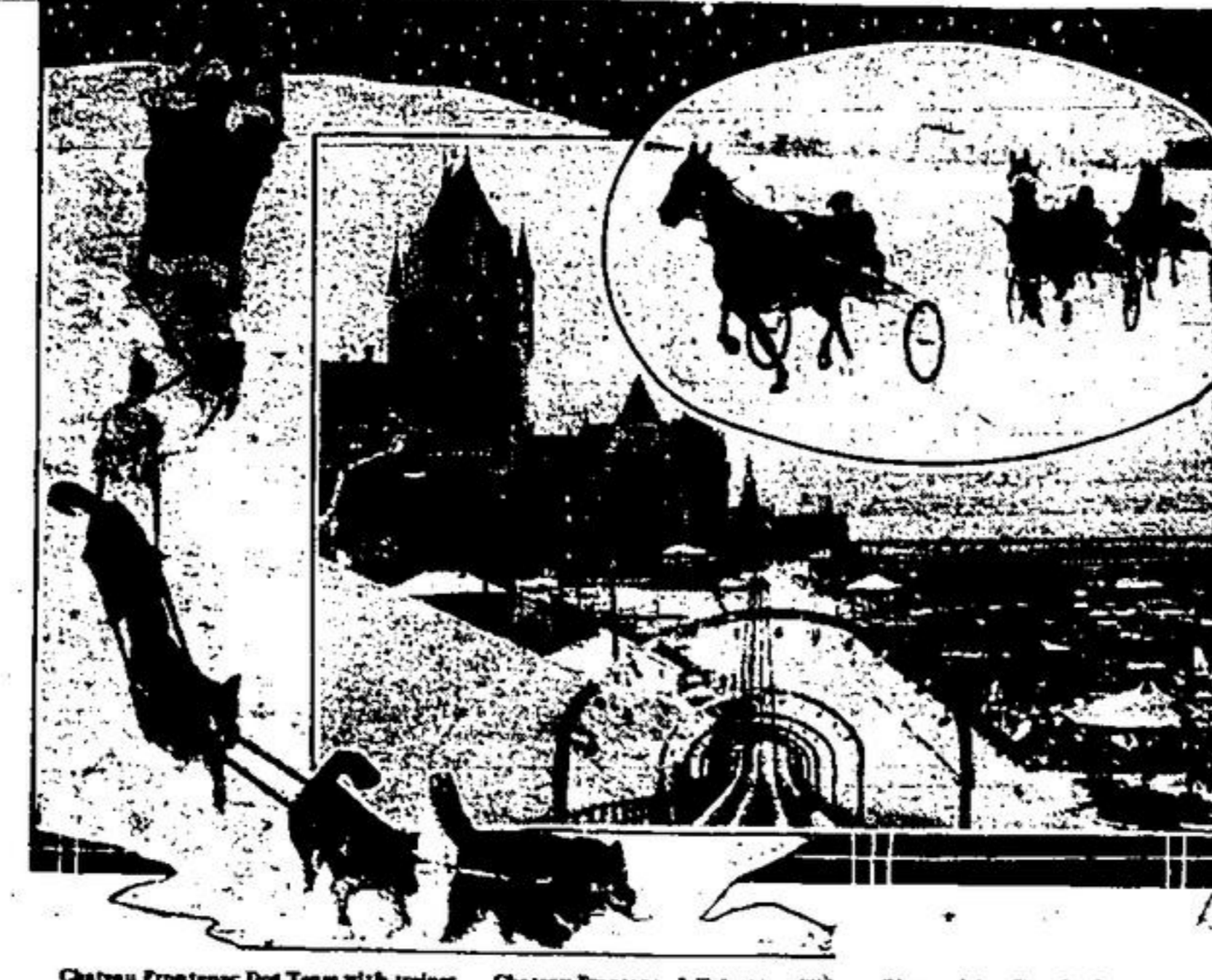
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Jack Frost Brings King Sport to Quebec



What is expected to be the most brilliant winter season in the history of Quebec was launched in that province recently with the formation of the Winter Sports Club which is under the patronage of His Honor the Lieutenant-Governor of the Province of Quebec, Hon. N. Perceux; Hon. L. A. Taschereau, Premier of Quebec; and Mayor J. Samson of Quebec. The Club has undertaken to arrange the International College Ski Competition, the International Snow Shoe Convention, the World Championship Snowshoe races, and the famous Quebec Dog Derby. The Ski competition will include a five-mile cross-country race, a ski-jumping contest, and tests in efficiency including Christiania turns. Sight-seeing tours and sporting events will follow in harmonious succession right through the season in addition to the major events. In the Quebec Open Amateur Ski meeting in February, clubs from Montreal, Ottawa, Berlin, N.H., and others will compete. Invited Niagara amateur ski champion, and Oliver Kishah will be the ski instructors. A lady instructor is to be appointed and visitors to Quebec will be carefully instructed and taken out in parties. As usual, skating will form one of the attractions. Larry Grafstrom and Mrs. Allan Kerr will act as instructors. Towards the end of January, arrangements have been made for a skating masquerade on the brilliantly illuminated open rink outside the Chateau Frontenac while another masquerade may be held in February. The rink will also be available for smaller masquerade skating affairs. Moonlight ski-runs and sleighing parties, the brightly lit toboggan slide, music from dancing rooms in the Chateau, all will add to the gaiety and charm of the carnival. The Dufferin Terrace Toboggan Slide runs down a quarter of a mile. A long climb back, but what a soothing sensation to come flying down a long, smooth stretch of ice as if the toboggan would never stop. Five Swiss bob-sleighs have been acquired and competitions will be arranged some time in February. The regular hockey league games, negotiations are in progress to arrange an exhibition game between the Stars of Ireland and a Princeton University team, while there is also every possibility of having a few ladies hockey teams. Trips will be made periodically to the shrine at St. Anne de Desautels, Chateau Richer, Montmorency Falls and other beautiful sights about the city. A number of excursions will be made to the Island of Orleans via the ice bridge with skiing on the return journey. This novelty is expected to make a decided hit with tourists. Fast horses have been trained for ski-jogging and will also compete on a track of beaten snow in trotting races.

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HOW STOCK IS HANDLED

Not Necessary for Owner to Be Present—Humane Society on Quarantine—Animals Are Sorted According to Grade and Payment Made on This Basis.

It is not feasible to cull all the deviations the stock takes going through the yard, but it is possible to give the owner some idea of the regular channels of movement. Stock yards are built on a definite plan of small and large pens to enclose all the various requirements and each class of stock is allotted a certain section of the yard. On the arrival of stock at the yards it is immediately unloaded into the unloading pens and the pens are locked by the employes of the stock yards company. These pens are divided into sections so that the different classes of stock can be segregated and separated in cases of mixed carloads. Usually all the cars of the train-load are unloaded into these pens before the distribution of stock to the various pens for sale or feeding. During this operation there is a number of the Humane Society present, whose duty it is to see that the live stock has been properly loaded, cared for in transit and that it is handled humanely about the yards, also to direct the cars of dead and crippled animals. It is not absolutely necessary for the owners of the stock to be present at their interest and look after the employes of the stock yards company. Each class of stock from here goes to its own section in the yard. It is not necessary to follow a carload of each class of stock through, so will confine this report to a carload of another cattle.

Handling Butcher Cattle. When the cattle leave the unloading pens they are counted and this count check with the railroad shipping bill. They are then moved and locked in a pen in the alley of the commutation barn to whom consigning grain, feed and water are available. (It may be stated here that most cattle are fed and watered in order to receive a good price it is necessary that they have a good bill to appear at the best at time of sale. If not, the buyers take advantage of this and the price, so a number of shippers try to reach the market day previous to selling in order that the cattle may have a good bill and quiet down.)

The gate is unlocked and the stock released to the commutation barn, after it accepts the count and signs a slip to that effect; it is responsible for any stealing or mixing of stock. Before the market opens the stock is sorted according to grade. The market opens at 8 a.m. and closes at 4 p.m., and no trading is done before or after these hours under penalty provided by the rules of the Live Stock Exchange. When the market opens the buyers enter the pens, look over the stock and make their bids for the whole pen if they are of even quality or individuals, according to grade. The price offered depends on trade conditions, and supply and demand usually establish it. When the salesman is satisfied that he has the highest possible bid he completes the sale, as it seldom pays to carry the stock over until the next day. Each buyer keeps his own records and a final settlement is effected later with the day's bargaining over. It is a credit to the market personnel that such a huge business can be carried on in this manner without the scratch of a pen to an agreement and with very rare disagreement later as to the price and terms of sale.

Sorted According to Grade. The stock is driven to the scale by employes of the commutation barn, sorted and weighed into lots, according to the grade and price paid. A weight ticket is made out and stamped by employes of the stock yards company showing the weight, owner, commutation firm making the sale, purchaser, and agreed to grade. The stock is now out of the shippers' hands and driven and locked into pens, according to the same grouping as weighed. Export cattle are kept separate, of course, to comply with the quarantine regulations.

Cattle that are killed through and stop off to be fed and watered are looked after by the stock yards company. They are unloaded and driven and locked into pens, fed and watered, and then reloaded to continue their journey. Cattle and sheep are handled much the same as the other classes of the stock. While in the unloading pens the calves are inspected by a representative of the Market's Branch for blem or suspected blem, and the doubtful ones are ear tagged and receive final inspection when slaughtered on the rail. Co-operative shipments, of course, need no stamping or marking of the animals so there can be no pro-rated settlement. This is bridged over by ear tagging the calves and the use of paint colors for the sheep and lambs.

When hogs leave the unloading pens they are counted and checked the same as the other stock. They are taken directly to the scale and weighed, then locked into pens and either fed and watered or not, according to instruction from the owner. Most hogs here are sold in the "weighed off car" basis. They are graded by the government graders before selling, and a grading sheet accompanies each lot. The selling is much the same as for the cattle and the stock yards company demands that all gates be locked when under their care, and a slip signed when released.

On hogs shipped co-operatively the selling weights are deducted from the home weight and the shrink pro-rated to each animal. Each lot must bear a distinguishing mark so that each shipper receives the proper grading sheet. The seasons make the best mark by cutting the hair in various designs. A. Lelch, Dept. of Economics, O. A. College.

Re-union—After Years of Separation. Some ten or fifteen years ago Mrs. H. Overland filed plans for her family reunion. Her children were all bright, clever children who seemed free to travel through life without a single handicap. The years ago, however, meaning Mrs. H. developed a complaint upon the disaster following quickly and promptly sent away for a bottle of Dr. Williams' Pink Pills for Pale People. But that was not the end. The children were all returned cured. They are now all well and happy, and the reunion program that their parents had planned for them is now a reality. The father and youngest girl are now at home. The other children are all well and happy. The reunion may be sent to Home, W. A. Charters, President, 213 College Street, Toronto 2, Ontario.

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