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DRIED or Pickled Canadian Fish is one of the most nourishing and economical foods that money can buy. It is rich in proteins, and in the mineral elements that build good health.

No matter where you live, your dealer can secure Dried or Pickled Canadian Fish for you. You can choose from such dried fish as cod, pollock, haddock, hake, and cusk, and from such pickled fish as herring, mackerel, and alewives... every one of which can be served in a variety of tasty recipes.

Serve dried or pickled Canadian Fish to your family often. It makes a welcome change at meal-times... and you will find it very economical.

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Ladies!

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Please send me your free 52-page Booklet "Any Day a Fish Day", containing 100 delightful and economical Fish Recipes.

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ANY DAY A FISH DAY

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DRUNK DRIVERS A MENACE

The man who gets behind the wheel of an automobile while under the influence of liquor is due for a rough time. The increasing hazard caused by drunken drivers was referred to by Magistrate Clayton, of Ottawa, in the local police court last Wednesday. Hon. Gordon D. Conant, Attorney General of Ontario, declared last week that all such offenders must be prosecuted and if found guilty must be given the penalty prescribed by law, regardless of their position in life.

Following this came the statement from Ottawa by Right Hon. Ernest Lapointe, Minister of Justice, that extensive amendments to the Criminal Code, designed to "crack down" on drunk and careless drivers of automobiles are under consideration by the Federal Government. As a means to securing even more severe regulations to curb drunk-driving, the Minister of Justice has suggested a conference of federal and provincial governments to deal with the question. The members of the House of Commons representing every party, are reported as unanimous in their desire to have measures provided that will prevent drunk-driving. Their petitions reflect the feeling of their

constituents, public opinion being overwhelmingly in favour of action that will banish this menace from the highways. And banished it will be, if the measures are made sufficiently severe and impartially enforced.

A story is told of a woman on holiday at a fishing village who asked an old sailor of the wind-jammer days why a ship was always spoken of as "she."

Old Salt (slyly)—"Mebbe it's because the rigging costs more than the hull."

LISTEN... on Friday Night... CANADA-1938

IMPERIAL TOBACCO'S INSPIRING PROGRAM

FRIDAY 10 p.m. E.S.T.

Station—CBL

WIFE WHO WAS CROSS AND TOUCHY Put Herself Right With Kruschen.

"I am 39 years of age," a woman writes. "Yet some days I have been feeling and looking 100 years old. I would get fits of exhaustion for no good reason at all. I was not fit to live with because I would be so cross and touchy. I did not seem to have any ambition to do my housework, and I was tired all the time. "Two years ago I had sciatica all down my left side from the hip. My doctor says all this is caused through my nerves. I took Kruschen and found it helped me very much. Since I started taking it I am a different person. My work seems a lot easier and I have a lot more energy."—(Mrs.) G. M.

The "little daily dose" of Kruschen puts an end to tiredness and depression, because it restores the eliminating organs to proper activity by providing them with the daily reminder and daily aid that they require. Cleansed and invigorated blood is sent circulating all over the system, carrying new vitality to every nerve and new vigour to every limb.

PREPARING FOR TRANS-CANADA AIR LINES

Trans-Canada Air Lines has just begun a new phase of its pilot training program by flying limited quantities of postal matter between Vancouver and Winnipeg. This is picked at random from ordinary mail by the post office authorities.

Air line officers stress that the flights are experimental and operated during daylight hours. Since the major portion of the trans-Canada route will be regularly flown at night to effect the best possible postal schedules, the experimental flights will not fully reflect the time-saving advantages of the regular service.

Schedules call for the 1188-mile flight to be made in 7 hours 45 minutes east-bound and 8 hours 30 minutes west-bound. Lethbridge and Regina are intermediate stops in both directions. Lethbridge is the junction of what will be known as the mountain and prairie divisions.

Service is on the daily basis although certain limitations may occasionally be imposed, due to weather conditions and functioning of airways facilities.

Coincident with the operations, the federal meteorological service is giving practical training in providing weather reports and forecasts under actual flight conditions and the post office department has been enabled to plan for maximum efficiency when regular airmail service begins.

The commencement of these flights was an important step in T.C.A. history. It opened the seventh and last stage of what is probably the most thoroughgoing pilot training program ever instituted by a major air transport system.

Last summer the air line commenced training its initial pilot group which has expanded until it now consists of 26 men, all of whom held commercial transport licenses before they joined the service. The first step was instruction in the mechanical functions of equipment and accessories. This was followed by primary flying instruction in the type of equipment used. As a third step the pilot was required to fly by his instruments and radio alone without reference to the ground. Then came local radio range flying, in which the pilot followed a path through the air marked by radio signals to and from their base. The fifth step was night flying around the home field. By mid-winter the pilot group was at the sixth stage, flying by instruments across country between widely separated points while following the radio range or "beam" as it is sometimes called. This last stage brought the Trans-Canada Air Lines flying operations before a large section of the public for the first time as planes winged their way first across the prairies between Winnipeg and Lethbridge, with a stop at Regina, and then between Vancouver and Lethbridge.

Two-way, radio communication stations have been established at Vancouver, Oliver, Cranbrook, Lethbridge, Regina and Winnipeg and planes are constantly in touch with the ground over the entire route.

The final step that made possible the experimental mail operations is the provision by the department of transport's meteorological section of a 24-hour weather reporting service.

Every Trans-Canada pilot is trained to interpret the changes in atmosphere. Hourly weather reports give him actual conditions every 50 miles along the route.

Collier Check Books

WE ARE AGENTS for

The Georgetown Herald

WONDER

Lord, when the pink buds of the almond break
On branches black and bare,
When the first dewy blackbird notes awake
The tingling young blue air,
Let me not miss Spring's sweetness or its ache,
And when each day new marvels doth declare,
Bringing fresh dear familiar woodland cries,
New little flowers to open shining eyes,
Let me not lose the heart-leap of surprise,
The throbb of wordless prayer,
Lord, let my tears rise warm for the first rose,
Let them not fall
The lupin or the lily of the vale,
And when the garden glows orange
And swoons with scent and color, till the tale
Of Summer seems unending as it flows,
Lord, let its poetry never turn to prose,
When the first beech flames orange in the gale,
And the first hedge turns crimson in the glade,
While with such golden pomp the Summer goes,
Let me drink deep of Autumn's burning wine,
And when the colors fade,
May they gleam still within this heart of mine,
Give me Thy gift of wonder, angel-lads,
Within my hand—new-warm, dear Lord, from Thine.
—Doris Canham.

TRAMP DOG SAVES BARN

One cold frosty morning in the late fall, I went to the barn at daybreak to do my morning chores. As I was about to enter the shed adjoining the barn, I was somewhat startled by a strange dog, which came tearing out of the darkness to race away across the neighboring fields.

He was a huge black animal, in the early morning darkness strongly resembling a bear. I thought no more about him at the time, assuming he was just a stray dog who had sought shelter for the night and would go on his way. Later in the morning, however, when I went to the barn, I saw the same dog again, slinking away. I called to him but he paid no attention to my calls, continuing to make his way across the fields.

From the dog's appearance, he had evidently been cruelly treated. His body was a mere skeleton and he seemed to have a great fear of man. Going to the house, I procured a pan of food and placed it in the shed where the dog had been hiding. Just before dusk, I went out to see if "Tramp," as I named him, had eaten the food. As I approached the shed, Tramp came out and hurried away. Upon entering the shed, I discovered he had licked the pan clean.

For the next few days, I placed food in the pan every morning and night but left Tramp to his own devices. He ate the food and slept in the shed every night but would not come near me. One night, I was awakened from a sound sleep by Tramp's barking, he gave two or three sharp barks, then he would howl. This was unusual for him and coming as it did in the middle of the night, it had a startling effect.

At last, when I could stand the howling no longer, I got out of bed, put on my clothes and made my way to the barn, determined to put a stop to the noise.

When I got about half way to the barn, I discovered a light in the feed-room. Something was wrong. Who could be prowling around my barn? Running the remainder of the way, I burst into the barn, and there, in one corner of the feed-room, was a pile of straw which was burning merrily, with the flames just commencing to eat into the walls of the barn.

A few pails of water quickly put out the blaze which, except for Tramp, would have destroyed the entire barn and its contents. After that night, Tramp seemed to gain confidence in me and in a short time, he would follow me all about the farm. I kept him for several years until he died of old age, and I always considered that the one night's work more than paid for any kindness I ever showed him.—L. D. Chapman, in Our Dumb Animals.

Minister (to church janitor)—"Look here; see that carpet you put on the floor of the pulpit?"
Janitor—"Yes sir."
Minister—"Well, what do you think would happen if I should step on one of the tacks in the middle of my sermon?"
Janitor—"Well, I reckon that would be one point you would not linger on."

Katherine—"Frank doesn't call on us any more. Mother said they could not agree."
Dorothy—"Did your mother think he stayed around too long in the evenings?"
Katherine—"Not! He thought that mother did."

Hal—"A friend of mine named his child Carol because she was born on Christmas."
Jim—"She?" I thought a carol was a hymn."

A lot of folks who are saying they want to make heaven their home, will feel mighty out of place if they should happen to get there.

"All are not just because they do no wrong; but he who will not wrong me when he may, he is truly just."—Cumberland.

"Justice is the moral signification of law. Injustice declares the absence of law."—Mary Baker Eddy.

"How can a people be free that has not learned to be just."—Sleyes.
"Justice delayed is justice denied."—Gladstone.

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