

Shoe-Throwing at Newly Married Ancient Custom

The custom of throwing shoes at newly married couples is very old and may be a relic of the ancient practice of giving a shoe to another to symbolize the transfer of possession. Sometimes new ownership was symbolized by throwing the shoe on the property in question. "Over Eden will I cast out my shoe," says Psalm 92: 6, meaning that the country was to be subdued. In Ruth 4:7, we read:

"Now this was the manner in former time in Israel concerning redeeming and concerning changing, for to confirm all things; a man plucked off his shoe, and gave it to his neighbor: and this was a testimony in Israel." Accordingly, when Boaz's kinsman relinquished his rights to Ruth and her inheritance, he "drew off his shoe" in the presence of witnesses.

Among the Anglo-Saxons it was customary for the father to give one of his daughter's shoes to the bridegroom, who touched her on the head with it, the ceremony signifying the passage of authority and dominion over the daughter from parent to husband. Later, it is supposed, the custom degenerated and the shoe was thrown after the couple as they departed for their new home.

Some writers, however, believe that throwing shoes at newly married pairs represents missile-throwing and is a savage survival of the days when the bride was often carried away by force from her people who attempted to drive off her abductor. This theory seems to be partially confirmed by the practice in Turkey and other parts of the Near East, where the bridegroom alone is chased by the guests and pelted with slippers.

How the Throne Descends

When a Sovereign Passes
Within the reigning English family the throne descends according to the same principle of primogeniture that formerly governed in the inheritance of land. When a sovereign dies, the eldest son who is by birth duke of Cornwall and is created prince of Wales and earl of Chester inherits; if he is not living, his eldest surviving son succeeds, or in lieu of a son, the eldest surviving daughter. If no heir is available in this branch of the family, the deceased sovereign's second son (or a son or daughter thereof) inherits, and so on, elder sons being always preferred to younger, and male heirs to female, notes a writer in the Cleveland Plain Dealer.

As Queen Victoria was an only child, the daughter of Edward, duke of Kent, the fourth son of George III, the throne would have descended to Ernest, duke of Cumberland and earl of Armagh, the eighth child and fifth son of George III, in the event of Victoria's death before she became queen.

Victoria ascended the throne upon the death of William IV, the third son of George III. William had three daughters who predeceased him.

Liverpool Has Romantic Touch
Geography has played an unmistakable part in shaping Liverpool's destiny. The city is situated only three miles from the Irish sea on the north bank of the tidal Mersey river, which ranges in width from a mile to three miles and extends inland far enough to provide safe anchorage for ships. King John founded the town early in the Thirteenth century, but it developed slowly until America was discovered. Liverpool engaged in the slave traffic, and its bold seafarers also played an active part in the romantic days of smuggling rum, sugar and tobacco. But the port's real prosperity dates from 1840, when Samuel Cunard inaugurated regular steamship service between the Old world and the New.

First Generator
The first generator developed for laboratory work was built by Michael Faraday in 1831. The first motor was built in 1870 by Zenobe Theophile Gramme and was obviously for laboratory work. For the Vienna fair in 1873 a generator was built to be driven by a steam engine. Due to an error in the field construction, the generator ran faster than the engine and the first "commercial" motor resulted. The first central station generator was built by Edison in 1882, consisting of a 2,000-horsepower dynamo for the Pearl street station in New York city.

Home of Birds of Paradise
Robinson Crusoe's island of Tobago lies on one of the unbeaten paths which can lay claim to unspoiled beauty. The Bird of Paradise island is 1 1/2 miles from Tobago. On the former the birds of paradise live in hilly and verdant environment. Nowhere else in the world can these birds be seen in their wild state except in Dutch New Guinea whence they came.

Smiling and Laughter
In this modern conflict between the smile and the laugh, I am all in favor of laughing. Laughter has something in it common with the ancient winds of faith and inspiration; it utters pride and unkindness; it is the presence of something greater than ourselves; something (as the common phrase goes about (200)) that they cannot resist.—G. K. Chesterton.

THE YEAR ON THE CANADIAN NATIONAL SYSTEM

By S. J. Hungerford, Chairman and President

Railway results reflect the general level of business activity. The first check on the gradual recovery of Canadian National Railways earnings from the low level of 1933 began with the decline in business activity in the last months of 1937, a decline which continued throughout a great part of 1938. The decline was first felt and was most marked on the United States lines of the Company.

The operations of the system for 1938 were largely influenced by the necessity of curtailing expenses as far as possible in view of the falling revenues, while at the same time maintaining the property and the equipment in condition to meet the present and prospective transportation requirements of the country, also to provide for the movement of grain arising from the anticipated improvement in the western crop.

The revenues in the last quarter of the year indicate a cessation of the downward trend, and there now appear definite indications of the trend turning upwards again.

The problem of reducing expenses in the face of declining traffic was made more difficult than it otherwise would have been on account of increases in the price of fuel and other supplies, the restoration of wage rates to pre-depression levels in Canada—agreed upon early in 1937 and fully operative on April 1, 1938—and an increase in wages above pre-depression levels on United States lines.

These factors, together with a programme of creating a reserve of freight cars and locomotives in the expectation of a large crop movement, limited the reduction in operating expenses. The increase in wage rates, resulting from protracted wage negotiations with organized labour in Canada and the United States, alone amounted to several millions of dollars. Notwithstanding these adverse factors, it proved possible to reduce the operating expenses of the System by approximately \$4,500,000 from the 1937 level. It is gratifying to be able to record that the steps taken to curtail expenses did not impair the efficiency of the property.

The decline in gross revenues in 1938 was upwards of 35 million dollars and the decline in net revenue between ten and eleven million dollars, as compared with 1937. Notwithstanding the very difficult operating conditions and the supplying of essential transportation requirements to many parts of the country at heavy expense, the revenues for the year were sufficient to pay all the operating expenses, and leave a balance of net revenue from railway operation of nearly \$7,000,000.

Some new equipment was acquired during the year. Two thousand steel box cars of the most modern design were delivered and have proved valuable in handling high class traffic. Ten air-conditioned buffet sleeping cars, six air-conditioned dining cars, five mail and express cars, twenty-five passenger cars and twenty-four snow plows have been added to the company's equipment. Locomotives purchased consisted of six 4-8-4 type semi-streamlined passenger engines, designed for use in the heavy fast passenger train service to and from Chicago, and two diesel switching locomotives for use on the United States lines.

The Canadian National branch line serving the mining development in Northern Quebec between Senneterre and Rouyn, which had been under construction for the past two years, was completed and was formally open-

ed on December 3rd. This line serves a region which has proved to be rich in mineral wealth, and with the provision of direct railway transportation, it is anticipated that further development will take place. This provision of this branch line, as well as the earlier branch line from Taschereau to Rouyn to serve the Noranda development, furnishes an illustration of the pioneering development work carried on by the Canadian National while the provision of railway transportation has enabled a substantial mining development to take place with general benefit to the country, the railway from a financial standpoint must look to the traffic of the future to obtain a fair return upon the capital which has been expended.

Work on the new Montreal Terminal, which had been suspended for some time, will be resumed at once on a substantially modified plan, and the work will be proceeded with by stages, as conditions warrant. This plan, which provides for a new freight station and for improved freight and passenger facilities in the city area, will enable the company to handle traffic more economically and expeditiously.

The revenues of the Canadian National (West Indies) Steamships Limited, continued to improve, and were the highest in the line's history. Canada's trade with the West Indies has increased steadily since the inauguration of this service by the Canadian National in 1936, and particularly since the putting into service of the Lady Lorne in 1939.

The year 1938 also saw the opening of Canadian air express and mail-carrying services between Montreal and Vancouver and intermediate centres, over the Nationally owned Trans-Canada Air Lines. It is expected that the carriage of passengers will begin in the early months of 1939. Operations will be extended eastward to Moncton, Saint John and Halifax when facilities have been made ready.

It is a little more than a year and a half since the formation of the line most of the necessary personnel has been selected and trained; two-way radio, radio beam meteorological and other equipment have been installed, and landing fields constructed by the interests co-operating. Delivery of the first high-speed, late-type transport planes which were ordered has now been completed.

Looking ahead to 1939 the general outlook for the Canadian National System is distinctly better and it would seem reasonable to expect that the improved conditions, which became manifest in the last quarter of 1938, will continue.

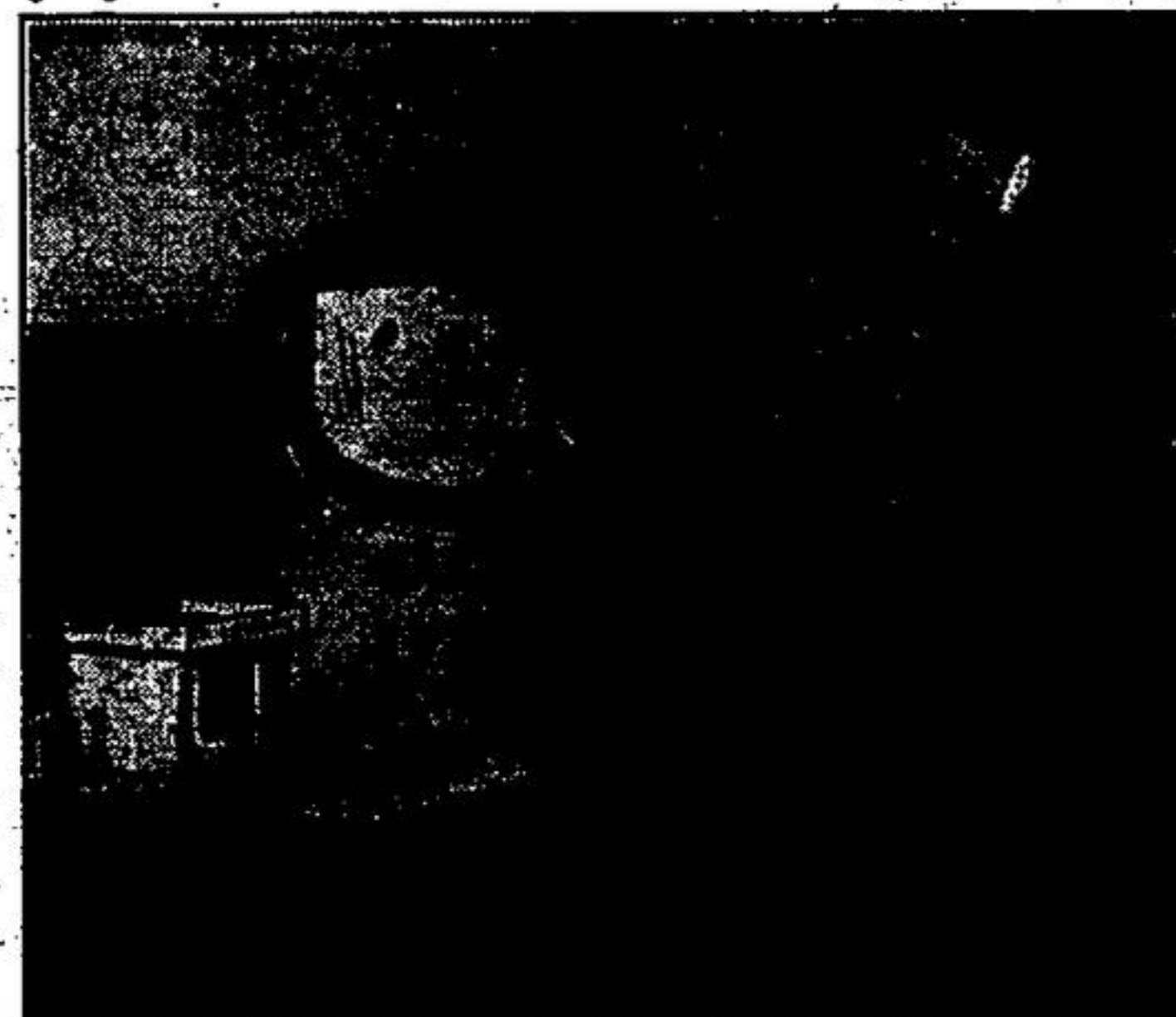
CREDITORS' ACT TO END IN EASTERN CANADA

After about four years in complete operation throughout the Dominion the Farmers' Creditors' Arrangement Act, a part of the Bennett Government's reform program, will expire in Ontario, Quebec and the Maritime Provinces at the end of this year.

In British Columbia and Manitoba the act will remain in force until June 30, 1939, while no date was fixed for termination in Saskatchewan and Alberta. Provision was made in amendments passed at the last session to discontinue the act in the provinces named.

Up to date there have been more than 40,000 applications for relief under the act, involving \$340,000,000 of farm debt which was reduced by about \$60,000,000.

The SNAPSHOT GUILD
SNAPSHOTS AT NIGHT



Night snapshots are easy with simple lighting arrangements. It's fun, too, to create "table-top" picture scenes as shown here.

SNAPSHOTS at night are fun, and a delightful way to spend long winter evenings. Nowadays, with inexpensive lighting equipment especially designed for the amateur, night snapshots are easy with any camera.

You can arrange interesting and artistic "table-top" pictures, using toy automobiles, doll houses and miniature furniture, with a bit of dark carpet for grass, or sugar for snow, or a bit of glass on top of a dark surface to portray a quiet pool. You can also take informal portraits of members of the family, pictures of them reading or busy with other activities, snapshots of the pets, and interior views of the home. Indeed, there is a wonderful range of picture chances, none of which occur outdoors.

The picture above shows how night snapshots are made. A photo bulb is screwed into a bridge lamp, with a cardboard reflector replacing the lampshade. The photo bulb yields an extremely bright white light, especially suited for picture-taking. With two large photo bulbs in cardboard reflectors, three or four feet from the subject, you have enough light for snapshots with a box camera. With a focusing type camera you would get satisfactory

results by setting the lens aperture at f.11 and the shutter speed at 1/25 of a second.

In the picture shown here, the light colored wall serves as a reflector to illuminate the shadow side of the "table-top" scene. Ordinarily, two lamps are used for a picture, one to illuminate each side of a subject. By changing the angle and position of the lights, many interesting shadow effects can be obtained. A piece of cardboard can serve as a background as in the picture above.

For night snapshots, the camera should be loaded with a fast film of the "super" type. With slower films, it is necessary to provide two or three times as much light. And for close-ups, as shown here, a portrait attachment must be placed on the camera lens (unless yours is one of the finer focusing cameras).

In night picture-taking, it is important to have your photo lights at a correct distance from the subject—not too near, and not too far away. An exposure guide is helpful in placing the lights—or you can make several "test" pictures of each scene.

Don't miss the fun of night snapshots this winter. You will learn much about picture-taking, and provide many an interesting addition to your album.

John van Guilder.

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