



The Ornerly Pig.

"There now, aren't they fine?" said Elsbeth's kind friend, Mr. Jones, as he fed his pigs. "Look at them; upon my word there's only one ornerly chap in the whole lot."

Elsbeth, with her toes stuck between the bottom rails and her hands clinging to the top rail peered over at the little pigs. She wondered what "ornery" meant; from the farmer's tone she felt sure it was nothing pleasant. She gazed hard at the wriggling pigs. Which was the ornerly one? Oh, yes, to be sure, there he was—a great, overgrown fellow, half as large again as any of his brothers and sisters. He was grunting loudly and shoving the others away from the trough.

"Not very polite, certainly," Elsbeth said to herself. "That big old ornerly pig!" she cried, very proud of knowing the word.

"Oh, that one's all right," Mr. Jones said, laughing. "He's a prize winner, he is. The ornerly one is that weazen-ed little fellow over there that's always getting shoved aside. He'll never take care of himself; I suppose I'll have to kill him."

Elsbeth almost slipped off the fence. "Kill that little, little pig!" she cried in distress. Then she went and stood in front of Mr. Jones and gazed up into his face. "Will you sell me the ornerly pig?" she asked.

"Sell him to you? Well, now, how much are you a mind to pay for him?" Elsbeth pushed her hand into her pocket and pulled out a dime, three nickels and a quarter.

"Fifty cents, eh?" chuckled the farmer. "Would you pay as much as that for him?"

Elsbeth nodded eagerly and held out the money.

"Well, you can have him," Mr. Jones said, "but keep your money. The ani-

mal is no good to me, and anyway you may need that fifty cents to buy feed for him."

Elsbeth was very tired and red in the face when she reached home with the squirming little pig clasped tight in her arms.

That night she gave the pig a good supper of warm milk and bran; early the next morning she got up and fed him again. As the weeks went by she took such excellent care of him that his little sides began to swell out like a balloon and his legs grew sturdy and strong.

Every day as she passed her kind friend Mr. Jones on her way to school he would call, "How's that ornerly pig?"

And she would answer, "He's doing nicely!"

Then one day she stopped to tell him some news. "I'm going to take my pig to the fair."

"To the fair—that ornerly little critter?" cried Mr. Jones.

Elsbeth nodded. "Yes, sir, to the fair. I think he'll take a prize."

Mr. Jones laughed long and hard; he looked as if he wanted to stop but couldn't. "Well," he said at last as he wiped his eyes, "I'm going to take a prize at that fair myself."

When the time came Elsbeth rubbed and scrubbed her pig, put a soft cord round his neck and led him away to the fairgrounds. Everyone who met the pair said, "What a large pig!" For by that time he was huge. He took the first prize.

"Well, I do declare!" said Mr. Jones, who won second prize with a brother of Elsbeth's pig. "Would you mind telling me how you got the orneriness off that pig of yours?"

"I think I loved it off," said Elsbeth with a smile.

"Well, well," said Mr. Jones, "I think you must have!"—Youth's Companion.

INDUSTRIAL GROWTH OF BR. COLUMBIA RANKS THIRD AMONG PROVINCES.

Diversity of Natural Wealth, Unsurpassed Shipping Facilities and Expanding Market.

The inauguration of a Made in British Columbia campaign, which has been enthusiastically taken up by the people of the Pacific Coast province and secured a large and ever increasing following, draws attention to the progress of industrial manufacturing in British Columbia which, from its expansive and diversified growth, is now in a position to supply from within its own confines nearly all the needs of its four hundred thousand population. Industry on the Canadian Pacific coast is making sturdy and continuous headway, backed by all the fundamental necessities of development in its rich and varied natural resources, its powerful water resources, and its excellent shipping. In the last fiscal year British Columbia exported goods to the value of \$83,558,649 as against imports to the extent of \$81,615,288.

In industrial importance British Columbia ranks third among the provinces of Canada, following Ontario and Quebec and taking the lead by a substantial margin of the Canadian West. According to the returns of the last industrial survey which was conducted in 1918 there was at the end of that year a capital of \$244,697,241 invested in manufacturing industry in the province. The various industries represented gave employment to 44,039 people who received in salaries and wages amounts totalling \$50,422,163. The cost of materials utilized in the plants was \$109,403,517, and the year's production was \$216,175,517. Though no figures have been published since that date there has been a substantial progress made since that time.

Forests and Fisheries Progressing. The industries which spring from the province's chief resources in her very varied natural wealth naturally loom up in greatest importance, those which are tributary to her forests, her fisheries, her seaboard, and her fruitlands. In 1920 there were 567 logging firms in British Columbia which gave employment to 11,250 persons who received in excess of \$15,000,000 in wages and salaries. Allied to these were 385 saw and shingle mills employing 12,645 people who received also about \$15,000,000 in wages. Still tributary to the forests were 61 planing mills and wood working plants

finding employment for 1902 people and paying them more than \$1,500,000 in the year. The leasing and exploitation of all accessible pulpwood limits in the east has driven manufacturers to the practically untouched resources of the Pacific Coast, and already there are six pulp and paper mills in full operation in that area. Though this industry is in its earliest infancy 2,000 men find employment in its many phases and it has an annual payroll of \$3,600,000.

As the first fishing province of Canada and possessing the largest salmon fisheries in the world correlated industries are naturally of moment. In 1920, for instance, the salmon pack of the province consisted of 1,177,945 cases, and the canning and packing of fish and fish oil and fertilizer manufacturing gives employment to 15,500 employees who are paid \$13,000,000 annually. There are six whaling stations on the Pacific Coast engaged in the extraction of oil and in the packing of whale meat, and a thriving industry seems to be promised in this section from the business of utilizing the various parts of the sharks which infest the coast waters.

Mining and Agriculture. The mining industry of the province, in which there is a wonderful possibility for the future, is making a healthy growth with an ever increasing annual production. Five firms are engaged in the reduction and smelting of ores, giving employment to more than 1,000 persons and paying them \$1,407,000. Six oil refineries engage the services of 332 persons, their year's aggregate payroll being \$427,000. The iron and steel industry, in which is anticipated a status in the near future of mammoth proportions, already gives employment to 2,500 people who are paid \$4,000,000 in wages.

British Columbia's progress in agriculture has been keeping pace with other phases of the province's advancement, especially in the development of her fruit lands and the production of fruit. An increasing market is yearly being developed as is the preservation of surplus stock through canning. Co-operatively and by private organization this is fast becoming of prime importance to the province. According to the last census there were 45 fruit and vegetable canning factories in British Columbia finding employment for 858 persons and paying them \$956,000 per year.

Shipbuilding is an industry which maintains an important status in the coast province, accounting for a capitalization of \$6,674,530. The various lumber industries account for a capital of \$60,000,000, and pulp and paper for \$32,000,000. Foundry and machine shops and the meat industry are each responsible for more than \$3,000,000 the automobile industry for more than \$1,500,000, and flour milling in excess of \$1,000,000.

Vancouver the Industrial Centre.

The province's greatest centre of industry is Vancouver, also its greatest port, the outlet to the markets of Australasia and all the Orient, and the coming point of export for half the Canadian continent. Its activities comprise practically every phase of manufacture which have made it the fifth industrial city of the Dominion. A total of \$98,434,309 is invested in industry in the city; 18,983 are employed in its plants receiving \$21,281,962 in wages; and the annual production in 1918 amounted to \$87,786,041. Other of the province's industrial centres are:—Alberni, Cumberland, Grand Forks, Greenwood, Kamloops, Ladysmith, Merritt, Nanaimo, Nelson, New Westminster, Phoenix, Port Moody, Prince Rupert, Revelstoke, Rossland, Slocum, Trail and Esquimalt.

Realizing that the main hindrance to greater and more rapid development in industry in the province lay in lack of capital, the provincial government some little time ago arranged for an experimental loaning of money to foster industrial concerns in need of such and whose prospects appeared to justify such loans. In 1920 it granted loans amounting to more than \$1,000,000, a total of 362 applications being received of which the majority were rejected. On the word of D. B. Martyn, Deputy Minister of Industries, the experiment has been an entire success, only one failure being recorded, and many enterprises being placed on a healthy financial footing which would otherwise not have been able to achieve flotation.

Though citizens of the Dominion have every reason to be pleased with the status and annual growth of industry in the Pacific Coast province, it is difficult to calculate how potentially rich industrially the province is. With a diversity of natural wealth which comprises all needs, the best of shipping facilities and a market which is each year widening in its scope, her industrial future is assured, and at the present day offers the widest possibilities for investment and industrial establishment.

Have Faith!

Have faith in yourself and your judgment,

And when you're quite certain you're right,

Cast all foolish fears far behind you;

Show courage and enter the fight.

No matter what others are doing,

Their scorning heed not, never shrink;

Your mind once made up, cease your doubting;

Have faith to go on—get to work!

Have faith when the clouds are the blackest;

Have faith when the odds just appear;

And when the path's hardest and steepest,

Have faith in yourself more than all.

'Tis easy to smile when life's pleasant,

But trials are the test of the man;

So smile when adversity threatens:

Have faith and show grit—that's the plan!

Have faith when you enter the contest;

Have faith though your chances seem slim,

Though prophets hint darkly at failure,

And prophets are gloomy and dim.

Have faith in your efforts unaided;

Rely on your knowledge and skill;

Don't fear you are bound to be beaten;

Have faith that you'll win—and you will!

Loading Device Doubles Value of Trucks.

Loads up to four tons can be placed on a truck in five or six minutes by means of the sliding flat which is now being used in England. The flat is a simple platform with flanged or grooved wheels. It is loaded while on the warehouse platform, or resting on a tender, directly from a freight car. The tender is a wagon bed without springs and is fitted with rails upon which the wheels of the flat rest. When the flat is loaded the truck is backed up to the tender and the rails of the latter are coupled to similar rails on the truck by means of hinged arms. The rails on the tender can be moved transversely to the extent of 10 in. to secure alignment, by the use of a lever and chain device. A cable passing about a drum on the truck is hooked to the flat, which is drawn onto the truck with a winch. It is then fastened by engaging two locking cams, and the coupling arms, which are a part of the truck rails, are folded at right angles as an additional safeguard. The equipment of the warehouse platform is the same as that of the tender.

Hammocks are supposed to have received their name from the fact that the natives of Brazil used the bark of the hammack-tree for nets in which to sleep.

Canadian Fish Culture in 1920

In the waters off both her coasts, the inland lakes, her innumerable rivers and lesser water-courses Canada has the most extensive fishing grounds in the world, and she is deeply appreciative of the fact in her endeavors to maintain them in their fruition and prolificness by means of an efficient and comprehensive system of fish culture. Through the work of a branch of the Department of Fisheries and Marine the much fished waters of the Dominion are carefully guarded against any depletion of stock from the toll exacted by sportsmen, tourists, and commercial fishermen. Hatcheries are maintained for reproduction and a systematic examination of all waters and distribution of fry and young fish undertaken.

Fish Cultural operations in 1920 were confined almost entirely to the more important commercial food fishes, cisco, salmon trout and pickerel in the interior, and the Pacific salmon in the West. A large part of the whitefish, cisco, salmon trout and pickerel eggs were obtained from the commercial catch, the department being largely dependent upon the co-operation rendered by, and the success of, the fishermen for such eggs.

The work of the year 1920 comprised the distribution of 910,000 green eggs, 6,394,000 eyed eggs, 733,627,714 fry, 6,622,425 advanced fry, 2,330,001 fingerlings, 1,750 yearlings and older

fish, or resulted in replenishing the waters of Canada with the equivalent of 759,386,790 additional fish. There are now throughout the Dominion a total of forty-one hatcheries engaged in the work of the department.

Fish culture in Canada is long past the experimental stage and its success in maintaining and replenishing the fisheries is beyond question. Its excellent effects are apparent on all sides. Very few salmon were seen in Prince Edward Island streams before the establishment of a hatchery, but now as a result of distribution the waters practically teem with this fish. The Petitcodiac river, New Brunswick, after virtual depletion has carried a good run of salmon for several years past. Systematic stocking achieved the same results on the Nashwaak river in the same province.

Salmon are reported to be getting more plentiful in Nova Scotia despite the heavy fishing, and remarkable results have followed the distribution of speckled trout from the provincial hatcheries. The whitefish fishery of Lake Erie has recovered from a state approaching depletion. Lake Winnipeg records bigger catches than ever, and trout and whitefish have been successfully introduced into British Columbia waters. Instances proving the undoubted success of Canadian fish culture might be continued ad infinitum.

Items of Canadian News.

W. C. Nichol, Lieut.-Governor of British Columbia, recently planted the first tree in what, it is claimed, will be one of the outstanding memorials of the Great War. This takes the form of an avenue, which when completed, will contain one tree for each British Columbia soldier who lost his life in the war. A name plate will be embedded at the base of each tree.

Reports of the gas strike at the Imperial Oil Company's well in the district of Pouce Coupe, Alberta, state that a heavy flow of wet gas was struck at a depth of 1,650 feet, the volume being estimated at 2,000,000 feet per day. Significance is attached to this latest development by oil prospectors in the vicinity.

As a means of relieving the unemployment situation in Saskatchewan this winter, the Provincial Government officials are endeavoring to arrange with the mine owners in the province for a full producing season. There are now 49 mines operating, and it is expected that from 300 to 500 additional men will be needed in the industry during the cold months.

During the current year Japan has taken some 200 million feet of lumber from British Columbia and the Pacific Coast States, as against a total importation of 68 million feet for the whole of 1920, and 12 to 14 million feet in a normal year.

Ten thousand dollars waits in Lunenburg for the Boston schooner Mayflower if she can win a 2,000 mile ocean race with cargo, against the Bluenose, of Lunenburg, according to a declaration made at North Sydney, N.S., by Captain Roger Conrad, commander of the Lunenburg banker Gilbert Walters. Such a jaunt, the Captain stated would test the vessels in all varieties of weather and decide finally their sea-going qualities.

Something new in Eastern Canadian transportation equipment was introduced recently when a gasoline driven car, with accommodation for twenty passengers, was given its trial trip between Brockville and Westport. The car, which can attain a speed of 40 miles an hour, has been put into regular operation between Brockville and Westport, making four round trips daily.

Two cents per acre instead of four cents for grazing privileges in Manitoba, Saskatchewan, Alberta and the Peace River tract, and Kamloops division in British Columbia, are provided for by an Order-in-Council. The reduction is for one year to assist the livestock industry in view of the present high price of fodder and the low prices obtainable for cattle.

Great interest is being evinced throughout the province of Manitoba in the raising of valuable fur bearing animals in captivity, and several farms are already in operation in the province. The latest addition is the new fox farm being operated by Messrs. Ellis and Company, of Winnipeg, at Bird's Hill. Thirty acres of land have been acquired and one hundred pens have been constructed this year.

No less than 750,000 tons of soft coal from the Maritime Provinces have reached storage in Montreal, and it is estimated that British Empire Steel Corporation ships will run the supply well above the million ton mark before the close of the St. Lawrence river navigation.

A yield of 160 tons of sunflower silage from nine acres from the farm of C. E. Thomas and Son, near Lloydminster, Alberta, is reported. Five acres of spring plowing yielded 74 tons. The cost of this forage crop, after paying all expenses for plowing, cultivating, seed, rent, and all harvesting operations, and allowing ten

per cent. for depreciation of equipment, was within a few cents of \$2.00 a ton.

The production of coal during the year 1901 for the whole of the North-western Territories was 346,649 tons, while in 1920 production for Alberta alone amounted to 6,908,923 tons, according to the mines branch of the Alberta government. The 1920 production was valued at \$30,330,172. This amounts to 40.7 per cent. of the total amount of coal produced in Canada in 1920. The report further states that 283 coal mines, 1 copper ore and 3 shale mines were in operation, 38 of which were opened, 12 re-opened and 17 abandoned.

Life Raft is Aid to Airplane and Its Pilots.

For airplanes that operate over the ocean, or other large bodies of water, a life raft, described and illustrated in the Popular Mechanics Magazine for November, has been constructed that can be used to rescue drowning men, or to keep the plane itself afloat if it falls into the water. Carried detachably on top of the fuselage of the airplane, the raft is a pneumatic affair composed of two cylindrical tanks of much greater length than diameter, which are filled with compressed air. They are disposed opposite each other in a long collapsible air bag, also cylindrical, which joins the two tanks together in a continuous oblong form. Centrally on the face of each of the tanks is a valve connected to a short pipe which leads to the air bag. This forms an air passage by means of which, when the valve is opened, the compressed air passes into the air bags and fills them, the pressure distending them so that they form a continuous rigid oval tube. Inside this, and suspended from it flexibly, is a folding wooden platform, which opens out when the air pressure distends the bags. Connected to the bags are life lines with small floats that can be seized by the persons afloat beside the raft. The platform is for supporting the rescuers and the rescued.

Where "Potheen" is Brewed.

Efforts on the part of the British Government to suppress illicit distilling in Ireland have always met with determined resistance.

What we call "moonshine" whisky is "mountain dew" in the Emerald Isle, or, as it is otherwise called, "potheen"—the latter word meaning a little pot. A century ago it was estimated that there were in Ireland at least 150,000 illicit stills regularly at work. Mostly they were hidden in mountain glens and other secluded places, and the Government was powerless to suppress the industry. The neighborhood of Innishowen was famous for its "potheen," which was of so superior a quality that the British authorities sought, though vainly, to induce the licensed distilleries to make whisky equal to it. The Innishowen liquor had a peculiar smoky flavor (from the peat used for fuel) which was much liked by connoisseurs.

A curious point here concerned was that the makers of illicit whisky could afford to produce a better article than the licensed distillers could profitably manufacture, inasmuch as they had no overhead expense to meet, furnished their own labor and used the grain they grew themselves.

Threads of gold used in India for making lace are drawn out so fine that 1,100 yards of it only weigh one ounce.