

MONEY IN ICE FISHING

A PICTURESQUE OCCUPATION WIDELY FOLLOWED.

Season Which Has Just Closed Has Been a Good Old-Fashioned One For Fishermen — Hunt and Open Fishing Both Popular — Little Houses Mysteriously Appear to Canada For the First Time.

The fish huts down on the ice at Burlington Bay, Hamilton, all along the north shores of Lakes Erie and Ontario, near the various small towns, and most conspicuous of all on Kompenfeldt Bay, facing Barrie and Allandale, are always a mystery to visitors in Canada, although to the native Canadian they are for the most part commonplace. Astonishingly few know what they are when they see them first. Then the obliging well-informed part in the adjoining seat of the train supplies the ellipsis. The next time they taste that fine mess of fresh fish on the home table, or at their hotel, they appreciate its delicacy of taste and cold-storage flavor, more highly still.

It is doubtful whether mid-winter fishing will ever become as popular as angling the oiled-silk over the gunwale of a soft-cushioned skiff, at quiet, calculated anchor, among August's wavering green sedges. But it has its devotees. They are strictly in it for the money. The winter just past has been a good, old-fashioned, good season for them, starting about the middle of December last, when the thermometer "went down with a bump."

At that "bump" every ice-hole fisherman on our Ontario bays and lakes waxed joyful and bled him away to his favorite part of the shore with many strange fixings roped to his hawc-sleigh. First he picked up his bearing, figured out the currents, and settled his position from that of the previous winter if experience dictated so. Next, he erected his house upon the ice — a very simple affair—light enough to carry holtus-boltus on his sled. Some times he has to build it. He is his own architect, and there are no building by-laws, so that a few sections of battered corrugated iron, half a dozen boards or so, with a torn old sail cloth, suffice when thrown crudely together—but strongly, for the structure has to weather many's the fierce winter's gale and snowstorm.

The man or boy who follows the ice-fishing must be no weakling. Sometimes you get one so warm-blooded and husky that, by choice, he dispenses with a cosy shack altogether — both it and the small sheet-iron stove that often adds to its comfort—and is satisfied instead with a wind-break of canvas nailed to two stout supports, that he props into the ice between his battery of ice-holes and the chilly breeze.

Of course the first job confronting the winter angler after providing protection against the elements is to cut his holes. It is as much as one man can do to look properly after six of these; many are content with but three. If the fates are propitious, the latter also will keep him busy, because each of the lines that he sinks down a hole is barbed with two—sometimes more—hooks.

The holes are about half-a-foot square, cut clear through the ice no matter how thick, with an ice-chisel; although this can be managed skilfully with an ordinary axe, along with considerable patience—especially if the wind is blowing in-shore, and every stroke near the close of the operation forces a spurt of frigid water that generally finds lodgment in the region of one's face and neck.

After being dropped through, the ends of the several lines are fastened to a stick or spike driven to one side and, having attended to each hole similarly, the expectant winter-fisherman stands or sits by and awaits the first of those wiggling minnows with which he has furnished each and every hook.

Sometimes he watches a line tauten—only to discover that a fair-sized "hardie" has put him to the wet and cold disappointment of hauling in; sometimes it will be only one of the despised but voracious "black hards" (name of the trade "lisses"); nevertheless, off it must come, and live new bait replace it, or there will be no marketable herring, or yellow pike, or perch caught in that hole that day.

The work would be a poor one for a cripple. With five or six holes there is something requiring attention every minute; sometimes several things, and at different holes. If it is not a slinker, or a hook, or a tangled line (in a location with swift currents), or a bite, or fresh bait—the fish harvester must go from hole to hole removing the thin ice which forms, by means of a cup or dipper. On a cold day the latter operation is well nigh one person's job.

What fish are mostly taken in this way for Toronto consumption? Those named above principally, unless in the more favored localities like Georgian Bay, where such grand catches as a thumping sturgeon are to be occasionally looked for, as well. What is a fair day's taking? In the neighborhood of fifty or sixty pounds, though sometimes, indeed, a hundred pounds falls to a single man's lot, and just by way of an annual run of luck (and fish), sometimes another fifty or two of that.

One sees some grotesque figures out among the ice huts. Sometimes a man who has had his feet frozen will be seen wearing padded shoes of canvas to prevent their being nipped again, and the picture he makes with feet twice the usual size will at least hold one's attention for a moment.

On the bigger lakes, where he often fishes miles from shore, he will rig some sort of a rude sail out of an old coat or canvas; frequently when returning home the trip is made in a few minutes, when it took an hour or more to come on in the morning.

List. A. Light, bandmaster R.C. H.A. left on Monday for Ottawa to meet with the militia band making final arrangements for the changing of the military band music in Canada.

SUGAR DAYS.

Quebec Leads the Dominion in Production.

When the chap who spent the past few days visiting his old home up country brought his newspaper parcel down to the office, did you get your chunk of forest confectionery? "Sap's runnin', sap's runnin'"—has been the welcome call throughout the province. Ontario produces a ton over 5,000,000 pounds against nearly 14,500,000 pounds to the credit of Quebec. The lower provinces lag behind with another half-million pounds, and exhausts the tale of this industry for the Dominion. There are about 55,000 Canadian maple sugar producers, and their picturesque if strenuous labor represent an annual valuation of almost two million dollars, says a writer in a recent issue of the Toronto Star Weekly.

The best maple "milker" is the wide-rooted, tall, leafy-crowned tree—bulged out like an umbrella—such as the naturally growing tree maple. That accounts for Quebec's record, her bush lots have not all been cut into for cordwood. The season generally begins around the middle of March, scarcely ever lasting halfway through April. Fuel for boiling the sap is a big item, the average requirements being 10 cords of mixed hard and soft wood for 1,000 trees.

Once the great pine forests of all Old Ontario was plentifully diversified with maple bush. Generations of original settlers and farmers have thinned both out woefully. Happy the Ontario farmer who to-day can boast his bush lot of even 300 or 400 sugar maples. It's the same as money. Places in Ontario around which there still remain important sugar-making activities are Troy, Gowansville, Cargill, Moira, Lafontaine, Waterloo, Rednersville, Wroster, Cookston, Bloomfield, Martintown, etc., but there's scarcely any county where some tapping has not been going on this spring. In the small bushes they are still employing "old grand-dad's way" of years back. Warm days and cold nights are best for a good run. Into the half-inch auger-hole, about three feet from the ground, goes the "spade" on which the pail is hung to catch the sweet flow. This metal spile was a hollowed out sumach branch in old times, and deprives the modern farmer of much whitening and pith-poking for winter evenings. The greatest improvements are noted at the bush "kitchen." The "evaporator" replaces the old-fashioned boiling pot that turned the sap to sugar, and the latest improved evaporators are quite elaborate and thorough in their get-up. Sometimes two of these flat, broad, sheet-iron affairs are used, the sap entering the first or "warmer," and passing after filtration to the second or "evaporator," steadily flowing in a shallow, down-grade stream past alternating copper partitions, from side to side; when the sap reaches the far end the heat of the fire below will have turned it into a thin syrup. This is removed and filtered and set in shapes to "grain" or solidify into sugar; while the drippings therefrom are collected below and bottled or canned and labelled "maple syrup—warranted pure!"

The man with a small bush does not need to make a "business" of it—generally the small fry attend to the whole thing from tapping to sugaring down, with his female folks putting on the final touches that help at the nearest market. The fire-tender needs patience. Sometimes he works under a rude roof of boards, often not, he's generally content with a sheltered, "warm," hollow in the bush.

Elliot Lost the Race.

Brother officers of Col. Elliot, of the 1st Canadian Mounted Rifles, tell the following story: Major J. H. Eimsley, now second in command of the Royal Canadian Dragoons at the front, when general staff officer in this division was known to be a man who never lost his temper. When Col. Elliot joined the staff, he quickly gained the same reputation for evenness of disposition. The other officers began to wonder which would lose his temper first, and the affair developed into a game in which every man on the headquarters staff took a lively interest. When the staff went to Niagara camp two years ago, the work became strenuous enough to try the nerves of any man, yet Eimsley and Elliot were still tied in the race for the laurel for coolness in times of stress. The game continued and each day when the officers sat down together at dinner, Maj. Gen. Lessard would ask: "How's the race? Has either lost his temper yet." The answer continued in the negative for weeks. One day, however, something happened. Col. Elliot was forced to say "dammit!" and the race was declared over, much to the amusement of the other officers.

A Brilliant Chemist.

A. T. Charrois, who has recently been appointed chief chemist for the Department of Agriculture of the Province of Quebec and who will henceforth reside at St. Hyacinthe, Que., was one of the leading chemists of the Government at Ottawa and a brilliant graduate of Ottawa University. For some time past he has been secretary-treasurer of the syndicate publishing Le Droit. He is also president of the Franco-Canadian Educational Association of Ontario and has been president of the Monument National, of Ottawa.

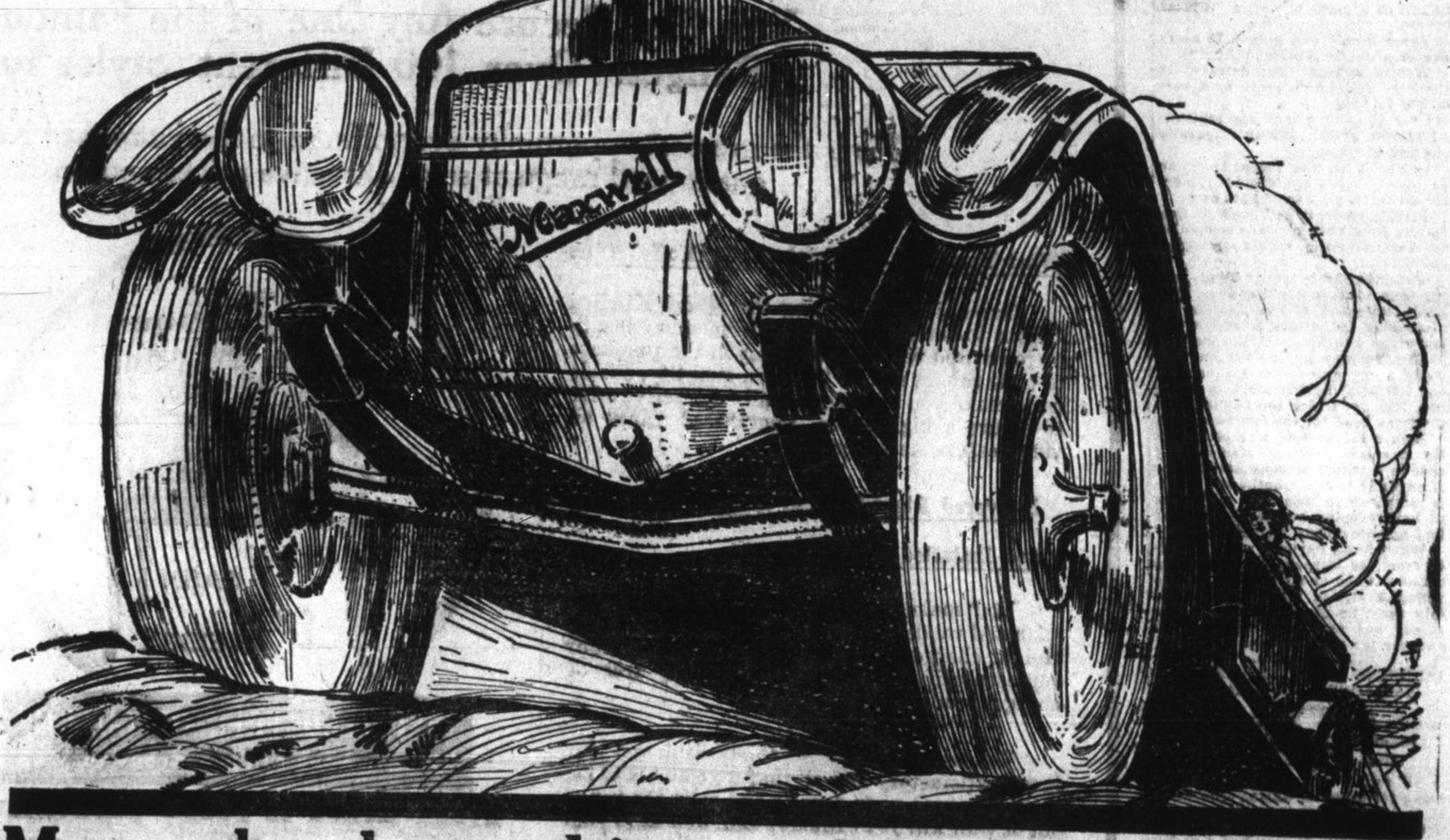
To Broaden Dr. Grenfell's Work.

A broadening of the scope of the mission work among the fishermen of Labrador was indicated in the annual report of the International Grenfell Association recently issued. The mission, together with the hospital, has treated 7,345 patients during the past year. During the same period it is stated \$66,839 was spent for medical and mission work.

The American Government is making enquiries into an alleged violation of the Mann Act by three residents of Napawa and a Belleville girl. The party are now supposed to be in Minneapolis.

Maxwell

"The Wonder Car"



Men who have driven other makes of cars for years — Men who have experimented — Men who have been "stung" — now drive Maxwells.

Right in this town—and all over the country—are men and women who have been driving different makes of cars for years, who now drive and swear by their Maxwells.

Each year they used to buy a different make, trying to find a car which would suit them exactly.

When the 1915 Maxwell "Wonder Car"—with its 17 new features and low price of \$925, was announced—these "motor wise" men began investigating it.

They didn't take our word or any-

body's word for it—they looked into it themselves.

They found the Maxwell to be a handsome, powerful, easy-riding car.

They compared it with cars that sell at double the Maxwell's price. They found that the Maxwell contained every worth-while up-to-date high-priced car feature.

They tested the Maxwell on hills and on the level on really tough roads.

They made it prove its ability to run at low cost over all sorts of roads.

Then they began buying and talking about the Maxwell.

To-day 38,000 enthusiastic people are driving these Maxwells. Of these a great big percentage owned other makes of cars before they bought their Maxwells.

Use your common sense when you buy your automobile. Don't be talked into an extravagant car or a car that hasn't had the "acid test" of time.

Don't let them experiment at your expense.

Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

- Attractive Streamline Body**
Pure streamline body; graceful crown fenders, with all fenders concealed. All the grace, style and "snap" that you will find in any of the highest priced cars.
- A High-Tension Magneto**
Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The Sigma magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.
- Left Side Drive—Central Control**
Left side drive with gear shifting levers in center of driving compartment—center control—has been adopted by leading makers of expensive automobiles. It is the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.
- Three-Speed Sliding Gear Transmission**
All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.
- Double-Shell Radiator with Shock Absorbing Device**
The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame, caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.
- The Roomy Full 5-Passenger Body**
Adjustable Front Seat
The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—so fit no one.
- Low "Up-keep" Carburetor**
The carburetor used on the Maxwell was especially designed for it after long and severe tests conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency. Its quick response to throttle and its extremely low consumption of gasoline, it has been termed the "low up-keep" carburetor.
- Irreversible Steering Gear**
The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is superior over every other type and its adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the steering gear. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.
- Heavy Car Comfort**
What surprises most people is the smooth, buoyant riding quality of the Maxwell. The spring suspension of the 1915 Maxwell is the same as that of the three-quarter elliptic rear springs in use on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost.
- One Size of Tire—Anti-Skids on Rear**
The Maxwell car is one of the safest cars in the world on tires. Maxwell owners carry but one size of tire and but one size of spare tires. Economical 30 inch x 3 1/2 inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.
- A Dependable Electric Starter**
For \$70 extra, you can have your Maxwell 5-litres equipped with the famous Himm-Hull electric starter. This starter is efficient, trouble proof and easily operated.

The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. Scores of Maxwell dealers in every part of this country are always ready to give expert advice—to make adjustments and to supply new parts at reasonable prices. This splendid Maxwell Dealers' Service Organization is perfected and completed by the great Maxwell Service Station in Windsor, Ont. The main offices and factories of the Maxwell Motor Company in Detroit, U. S. A., are within comparatively short distance of many points in Canada. This in itself means rapid delivery of replacement parts to Canadian Maxwell dealers and owners. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

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