


**\$5**



**Buys**  
this latest  
**Waterman's**  
WRITING SET  
an entirely New Pen and Pencil Set at a popular price

See the new Waterman Pen No. 92 and No. 91 Pencil: hand-finished in green and gold or red and gold... designed to fit the hand with comfort... finished with all Waterman's customary attention to details of mechanism. Students preparing for the term opening and young business people, will want this Waterman Set.

There are 7 different Waterman pen-points to choose from—shaped and ground to cover every style of handwriting—each identified by a colour band on the cap. Try them all—pick the point that exactly suits your hand—your No. 92 Pen will be fitted with it. No. 91 Pencil has a propel, repel and expel motion, spare leads and an eraser.


Just examine the set at your dealers—the pen, \$3.50, the pencil, \$1.50—your heart will go out to it.

**See These Other Waterman Sets**

**FOR GENERAL USE**  
Waterman No. 94  
Conservatively styled in blue, brown or grey, \$5.00.  
Pencil to match, \$3.00.

**FOR WOMEN**  
Lady Patricia Pen & Pencil  
In onyx, nacre, turquoise, persian or jet, \$8.00 set.

**FOR MEN**  
The Patrician Pen & Pencil  
In onyx, nacre, turquoise, emerald and jet, \$15.00 set.



**Waterman's**  
All Waterman Products are Manufactured in Canada

**SURVIVOR TELLS A TRAGIC STORY**

The drowning tragedy last Tuesday on the Ottawa river, in which five priests of the Dominican Order lost their lives is thus described by the sole survivor in an interview with the Ottawa Journal:

Fervent supplications from the lips of drowning priest, and half-choked prayers of his companions, were all that broke the grim silence of their death struggles on the wind-tossed Ottawa river, 25 miles above Ottawa city yesterday morning, when the outboard motor-boat in which they were crossing the treacherous waters, foundered within a few hundred feet of the Ontario shore.

How his five colleagues on a happy picnic party rode out across the river reciting the Ave Maria and chanting Ave Maris Stella—the historic "Hall, Star of the Sea," which was to assume ghastly significance shortly—how their boat was swamped, and how, finally, all but himself sank to death in the deep river channel near the shore, was related last night by the sole survivor, Rev. Brother Albert-Marie Courtemanche, young Montreal religious, as he rested at St. Mary's hospital here after his harrowing experience.

**Tells of Tragedy**

Rev. Brother Courtemanche had escaped with a severe cold and shock in the tragedy, but he was brought to the city and admitted to the hospital in order that he might rest after his experience.

As he sat up in his bed at the hospital, Brother Courtemanche expressed the hope that he would be permitted to return to the scene of the tragedy to assist in the search for the bodies of the victims.

"It was a terrible thing," Rev. Brother Courtemanche said, "and I don't know why we were not all drowned. I certainly owe my life to the fact that I hung onto the boat, and was able to retain my grasp until help arrived. Had the priests not been swept far from the boat, so that they sank before they could reach it, they would be all alive today."

"No," the survivor went on, "the motor did not stop. That was not the cause of the accident. It was the big waves. We were not too many in the boat. I have been in boats before—although never in this one—and I should say it could accommodate eight persons with safety under ordinary circumstances.

**Stopped the Motor**

"Father Couture was in charge of the boat, and when we were about three-quarters of the way across the river, we realized that we were going to be lucky to get to the Ontario shore. The boat was shipping water heavily, and we were all afraid. Father Couture, thinking the speed of the boat was causing the water to come in so fast, stopped the motor. Instead of helping that made things worse; we were filling with water, and before we could do anything the boat sank under us.

"We were at once thrown into the water, and the boat overturned. There was a scramble to reach the craft again, and I think all but Father Couture himself reached it. I never saw Father Couture again after that first time we went down.

"I shall never forget," the young Brother went on, "that first moment in the water—the terror of it. I was thrown near Father Harris, and seeing that he could swim a little, I made a frantic grab for him, so that, as he reached the boat, I reached it too, my hand clutching his clothing. We were all wearing our soutanes and, in addition, our raincoats, so that we were all handicapped.

"As we clung to the boat, seeking to right it and get in again, we asked Father Sibler to give us absolution. We knew death was near.

**All Half Dazed**

"Father Sibler gave us absolution with what was almost his last breath. We were all shouting for help, and I remember in a dazed sort of way hearing Father Sibler calling for Saviour and the Holy Virgin. Shall I ever forget those minutes! Father Sibler went down about that time, for we were all struggling in the water to get the boat right side up and climb in again.

"We succeeded in righting the craft. Then there were only four of us left. We begged Father Nichole to give us absolution. He was the senior of us. I don't know whether he gave Absolution or not. The wind was blowing about us and I could only see his lips moving and hear him murmuring some words before disaster overtook us again.

"The boat went right under. It was filled to the rim of the sides. We were all floundering in the water. When I came up I was alone on the river. With the boat, turned over again, I clung to it. Our shouts must have been heard by the other priests on the far shore, for in a

**From Warren Ohio To P. E. I.**

Mrs. C. R. Dennis, in Oakland Maple Leaf

Last summer we, my husband and two children—Betty Jean, and Ralph, had a splendid motor trip from Warren, Ohio, to Prince Edward Island. The roads are excellent and you can make good time. Leaving Warren we went by way of Buffalo, Syracuse, etc., crossing over the river into Ontario, and driving fifty eight miles up from the border to Ottawa.

Ottawa, where my two sisters, Misses Dorothy and Mildred, work in the Civil Service, is a wonderfully pretty spot. The view of the Ottawa River from the Parliament Buildings is superb. We toured the buildings, saw the seats which our P. E. Island members occupy in the House, the Senate Chamber where our Senators sit, the library with its many thousands of volumes, the large entrance hall with the central pillar around it in marble, the signification of the Waves of Empire, its fine paintings of the King, the Queen, etc. We made the ascent to the Peace Tower, saw the huge carillon of fifty three bells. We also attended a Sunday night concert played on the bells. We were very much impressed by the visit to the Memorial Tower. Words seem altogether inadequate to describe it, as it is so very soul-stirring. Just to think of the struggle of our boys commemorated in lasting marble. We all shall pass away, but who so gloriously as they? Even the dumb animals who did their part are remembered. The nurses whose work is such a labor of mercy are commemorated in undying words on marble. Oh! the significance of the "Book of Remembrance" in the casket, which has not yet been placed, but which is to contain the names of our soldiers who made the supreme sacrifice. Statues of many of the great men of the past surround the grounds.

Too soon we left on our trip up the St. Lawrence to Montreal where we saw the Royal Victoria Hospital, McGill University, the Heights of Mount Royal, and on to Quebec where the gallant Wolfe and Montcalm each fill an honored grave; along to Three Rivers, Riviere du Loup, etc. The pastoral scenes are full of peace and simplicity, through which the wonderful St. Lawrence rolls on its way to the sea. We continued our travels down through New Brunswick by way of Edmundston along the St. John River to Fredericton, across to Sussex and Moncton. Thence to the Cape where we saw the Car ferry approaching from the shore of P. E. Island. Soon we were on board, and in thirty minutes we were on the soil of Prince Edward Island. Striking it at a very dry season, the roads were quite dusty.

We proceeded through North Bedouque to Summerside where we saw many signs of activity. Holman's Store was a very busy one, also the other stores—Sinclair and Stewart's, Brace, McKay and Company, Limited, etc. At Holman's the sons are still carrying on, but at Sinclair's, Mr. Neil Sinclair and Mr. William Stewart, who many will remember as being chairman of the School Board, have gone, without a direct representative of their immediate families in the business. Mr. Neil Sinclair's son is one of the most highly esteemed members of the medical profession of the town.

In Summerside we made our headquarters at the home of my parents, Mr. and Mrs. George McPherson, for the following two weeks, which passed, oh, so swiftly. Many of the ones whom I had known had, "passed on". Dr. Alexander McNeill was a kind friend whom I missed very much indeed, but I am glad to see his brother, Dr. John McNeill, still well and hearty. Time and space do not permit my mentioning all, but it only goes to show this world is not our home, and in a few short years a new generation will take the places of those left.

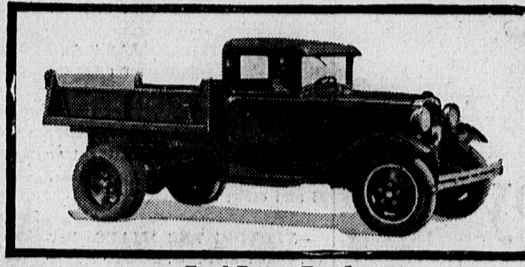
We visited many of the trout streams and beauty spots. My husband's former home at Margate was among our stopping places, also our own former home at Clinton. In Clinton many of our neighbors, such as Robert Heaney, James Pickering, Jr., and many others were among those whom we shall see no more in this world, but whom we shall never forget. In Margate, one face in particular that we missed was that of Mr. William Brown, in whose home I once boarded, spending a very happy

little while help came. It seemed like hours, but I don't think I was in the water more than half an hour altogether before the rescuers reached me."

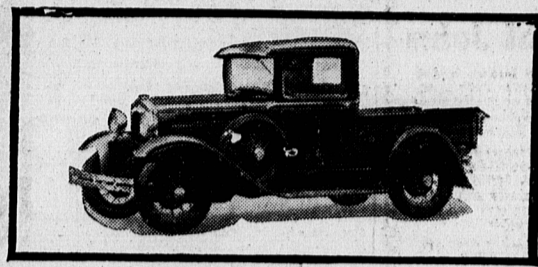
# The FORD TRUCK

leads in sales because it

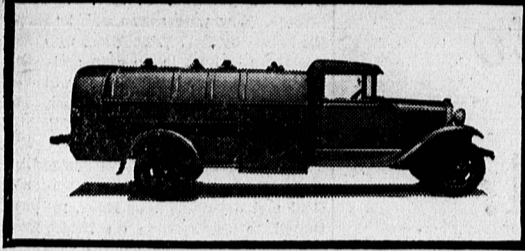
## LEADS IN VALUE



Ford Dump Truck



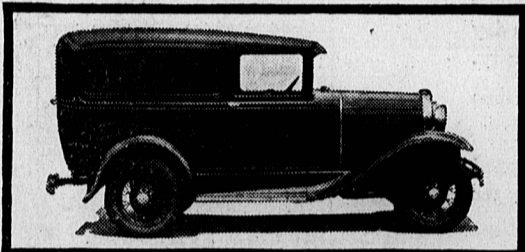
Light Delivery with Closed Cab



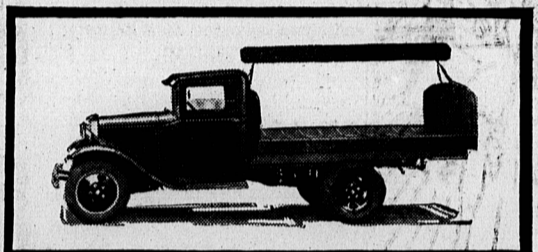
Oil-tank Truck



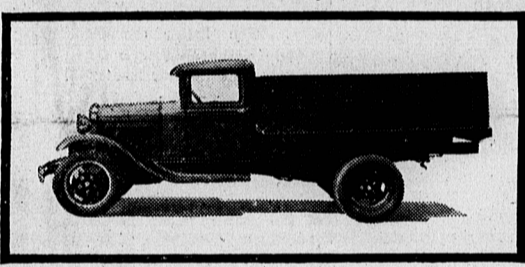
Stake Truck; Wheelbase, 157 inches



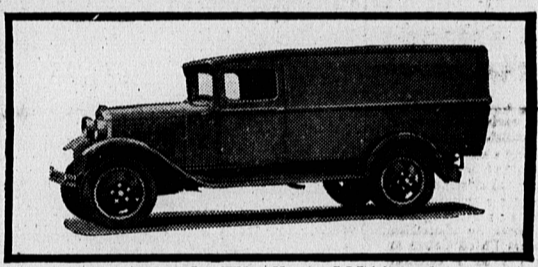
De Luxe Delivery Car



Bottlers' Truck



Combination Grain Stock Body



Panel Truck; Wheelbase, 131 1/2 inches

**F**ORD trucks furnish low-cost transportation to a large percentage of the business concerns in the Dominion.

To be exact, official figures of the various provincial governments show that 41.3% of all commercial units sold in Canada, during the first six months of 1931, were Fords. In some provinces, as high as 60% were Fords—trucks and light commercial cars.

These figures are swelled by the large number of Ford fleets operated by leading commercial users. One thousand fleets of five or more Ford units are serving Canadian businesses. There are more than one hundred fleets of twenty or more units in daily operation. Among those they serve are the Bell Telephone Company of Canada; Imperial Oil Company, Limited; Imperial Tobacco Co. of Canada; Swift-Canadian Co., Limited; Standard Brands; British-American Oil Co., Limited; Canadian Pacific Express; David Spencer Co., Limited; T. H. Estabrooks (Red Rose Tea); Coca-Cola Co. of Canada, Limited; Canadian National Railway; Canadian Pacific Railways; Canadian National Express; and Borden Farm Products.

The unquestioned value which Ford units offer is one reason for their widespread and large-scale use. Another is the definite economy they effect in distributing costs. In many modern businesses, the cost of distribution represents the major operating expense. Package delivery companies, for whom the cost of trucking is almost the only expense, are finding Ford units reliable and economical. Departmental stores, transport companies, road-building companies, and others are depending more and more on the Ford to keep their transportation costs at a minimum.

The Ford 1 1/2-ton truck is available with a number of standard bodies, while others for every need are available from body-manufacturers. There is a choice of 131 1/2-inch or 157-inch wheelbase, 6.6 or 5.14 rear-axle gear-ratios, and single or dual rear wheels.

The Ford light commercial car, with four factory-built bodies, and a wide range available from body-manufacturers, meets every light-hauling need.

Your Ford dealer will gladly demonstrate the type of Ford unit that your business requires.



"The Canadian Truck"

**WOODSTOCK**



**THERE MUST BE A REASON!**

Things don't just happen. There's a reason for everything. There's a reason why the Woodstock is so generally preferred in the progressive business of this country, as is indicated by the mass of telegrams and letters received. That reason—a better product, both in design and construction, backed by an organization rendering unsurpassed service and co-operation.

Order direct and save agents' profit! It pays to cut out the middleman. 1931 models \$135.00; same model previous to 1931, \$150.00 lower in serial, \$95.00, and we will make you a fair allowance for your old machine. We are an independent dealer not connected with the Typewriter Trust. All inquiries in—

**Canadian Importers, Wholesalers,**  
P. O. BOX 49  
AMHERST, N. S.

year. Kensington also has changed. We hear that a former pastor of ours, Rev. George Ayers, has just "lost for awhile" his life partner. We travelled down through Cavendish, which is a marvellous spot, and had the pleasure of a day on the beach there.

Too soon we left on our return by way of Boston, through Maine, the land of a wonderful coast line where the mighty Atlantic ever rolls. On to my sister's home in Boston where my aunt and numerous relatives reside, and so many Islanders are there that one imagines they are "at home". Then through the beautiful country where the ribbon of cement winds and unwinds through beautiful country, through the wonderful Mohawk Trail where one can stop

anywhere and view a vast panorama of landscape; through Northern New York till we come to Buffalo and then on down through the vast and mighty iron and steel factories with their great smokestacks belching forth the signs of a great industrial age.

Till, with the lapse of a month's time, we again roll on our rubber tires into our own garage, with the satisfaction of having had a good time, having seen many wonderful sights, with renewed vigor for work, and the expectation of "some time again."

**WHEN TO CUT THE SAMPLE**

L. H. Newman, the Dominion Cerealists, discussing the best time at which to cut grain intended for

exhibition use points out that the majority of exhibitors prefer to let the crop become fully ripened before it is cut. When to cut depends very greatly on the locality and season. At the Central Experimental Farm at Ottawa and on the branch farms the usual practice is to let the crop become fully ripened before it is cut. Harvested grain dries up better and is likely to have a better colour if stored in rather small stooks. These should be protected against rain to prevent damage through sprouting and to preserve the colour.

**GETTING MORE PROFIT FROM CALF AND PIG PENS**

Close attention should be given the calving and farrowing pens. Failure to render necessary assist-

ance at the right time has resulted in loss, and every calf and pig that dies makes it just that much more difficult for those that live to make a profit on the year's operation. The sooner young pigs get out in the sun the less danger of loss at three to five weeks of age. Cod liver oil may be fed to pigs as well as chickens to ward off trouble.

**THREE EGGS IN ONE**

(United Press)  
MOUNTAIN HOME, Ida., Sept. 5.—B. F. Tate broke open an egg he thought was unusually large and soon discovered the "why" of its size. The egg was nearly a three in one. Inside the outer shell was one complete egg, with a couple of extra whites thrown in for good measure.