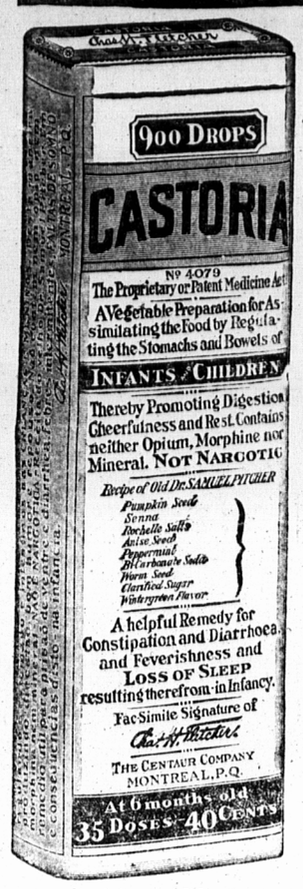

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CASTORIA

For Infants and Children.

Mothers Know That Genuine Castoria

Always Bears the Signature of *Chas. H. Fletcher.*

In Use For Over Thirty Years

CASTORIA

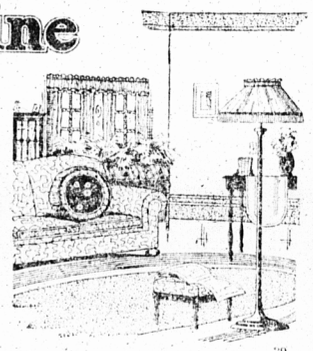
THE CENTAUR COMPANY, NEW YORK CITY.

CHURCH'S COLD WATER

Alabastine

Express your love of the beautiful by tinting your walls with Alabastine. There are twenty-one tints and white from which to choose and dozens of stencil patterns. Make up your own color scheme or use the Alabastine color plan book. You will have artistic, sanitary walls at a cost much less than that of paper or paint by using.

5-lb. packages, 75c;
2½-lb. packages, 40c.



The Alabastine Company
Paris, Limited

Paris, Ont. Winnipeg, Man.

NEWS PICKED UP HERE AND THERE IN UIGG

Now that the ground is beginning to get bare in spots we can expect and always do have more sickness than at any other part of the year. There is hardly a home without one or more member of the family laid up with a bad cold, some thinks it is the old grippe back again. Long ago when our forefathers settled down around here they settled for good, and they made good, but now people young and old don't appear to be content with their lot, some think if they only had the other fellows place or job they would do better, but the old saying still holds good a change is as good as a rest. The following changes are contemplated for this spring, in fact some of them have taken place already: Lester McLeod, Dundee, sold his crop, stock and farm implements, so did Mr. Murchison, Dundee, Joseph Murchison, Dundee, and Jas Gillis, Kinross, are about to sell, all going West, so it is reported but the biggest surprise of all is that Hon. J. S. Martin, Kinross, is going to trade his beautiful old home, the old Martin house stands with his son's Samuel, for his valuable farm at Keppoch near Southport. His two younger sons will go with him. Mr. Martin and family will be greatly missed as Mr. Martin is a life long resident of Kinross, and well liked by all his neighbors. We wish him all kinds of good luck in his new home and can recommend him and his family to the good people of Keppoch. Mr. J. D. Martin of Eldon is about to sell his beautiful home at Eldon and buy the old McKenzie farm at Uigg, from his nephew, Hugh Martin, who intends going to Keppoch with his father, Mr. J. S. Martin. J. D. will be welcomed back by the people of Kinross and Uigg. While trawling mussel mud from Orwell Bay, one evening during the last thaw Mr. Allen Finlayson of Grand View, lost a valuable horse in a pool of water on the middle of the road near Kinross. He almost lost the team. J. A. McDonald, Lndale, had a fine large horse drop dead on the road near Telkars corner Orwell recently. It is currently reported that there is a haunted house near Kinross, we are waiting developments before reporting facts. Hauling mussel mud appears to be the order of the day, there has not been such a rush for mud for many years. I. M. MACLEOD, Uigg.

Our most energetic farmer got mud home from Orwell Bay (4 miles) to cover 12 acres, and is still hauling. Mackie MacLeod, comes next with 6 or 7 acres covered. A few hours of hot sun would stop it all for this winter. Mr. Aalten Boutter of Tryon was a visitor recently at Uigg East, the guest of Mr. and Mrs. M. E. MacLeod. One swallow don't make a spring but it won't be long till there will be many swallors here, so get ready for the springs work.

The office of British Prime Minister pays no salary, but the man who holds that office can make himself any sort of minister he wishes, such as Chancellor of the Exchequer, which pays $25,000.

Genuine

BAYER

ASPIRIN

WARNING! Say "Bayer" when you buy Aspirin. Unless you see the name "Bayer" on tablets, you are not getting Aspirin at all. Why take chances?

Accept only an "unbroken package" of "Bayer Tablets of Aspirin," which contains directions and dose worked out by physicians during 22 years and proved safe by millions for

Colds	Headache	Rheumatism
Toothache	Neuralgia	Neuritis
Earache	Lumbago	Pain, Pain

Handy "Bayer" boxes of 12 tablets—Also bottles of 24 and 100—Druggists.

Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Monoaceticacidester of Salicylicacid. While it is well known that Aspirin means Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

Sunday School Lesson

REVIEW

..The Golden Text.—"Jehovah is righteous in all his ways. And gracious in all his works."—Ps. 145 17.

Lesson Text Illumined

"All the world loves a lover." Yes, and all the world loves a hero. There is a heroic strain in humanity that ennobles life. Most of us are not heroes: nevertheless we welcome heroic action. We have seen commonplaces in life becomes fields of glory because a man or woman of heroic spirit has walked there. Thus men make kingdoms out of back yards, art galleries out of attics, palaces out of corner groceries all because they have have learned to be heroes in their common spheres. If we only knew how to look for them, we should find heroes in unexpected places in kitchens, workshops, schoolrooms and pulpits. Great occasions bring out men of heroic spirit, who are hailed at once as strong men of the race. But there are thousands and tens of thousands of heroes for whom there are no great occasions. Their heroism is of the quiet sort. They work on andwait, they suffer quietly, they bear indescribable burdens. These are unheralded heroes, whose names are never written down in history.

Heroic literature is the most fascinating of all kinds of literature. We love "the red badge of courage" We rejoice in the stern resolve of men to do their duty, we delight in the silent purpose by which men stand and continue to stand at a difficult post.

Nor is it necessary to paint scenes of battle, disaster and sudden emergency, as the arena for heroic action. As in life, so in literature, heroes are bred in the common strife of every day, in barren and out of the way places. Thus a skilful modern writer tells us of "Mrs. Wiggs of the Cabbage Patch", and another writes of the "Madonna of the Tubs". Courage is the finest flower that grows in his green earth, and happily it is to be found, not alone in gardens and on well kept lawns, but also in lovely woodlands, in bypaths and even in desert places. Often we grow anxious about humanity; we fear that the standards of life are being lowered. In such hours of doubt and pessimism the eye falls upon an item in the morning newspaper telling in simple language how a common man lost his life in rescuing a chid from a railway track, or how a mere boy counted not his own life dear and saved his companion from drowning; or how unto old age a man endured doubt and suspicion in order to shield his friend. Then we know that the old heroism of humanity is not dead, nor is the age of heroism gone by.

The heroic characters of the Bible are of inestimable value to us. Elijah standing before King Ahab; Elijah strong and courageous though surrounded by the hosts of Syria; Jonah, after his soul was cleansed of cowardice, crying aloud in the streets of heathen Nineveh; Amos the farmer prophet rising to the full height of courageous prophecy in his burning declaration to Amaziah the priese of Bethel, are living testimonials to the heroism that goes with faith in the living God.

Religion without courage is incomplete. There are weak Christians today who have faith, but who lack in courage. They are halfhearted, spiritless, lackadaisical members of the Lord's family. The hard tasks of the Kingdom cause them to shrink. They do well in easy places, but when there are heavy burdens to carry, strong testemonials to be given, bold enterprises to be undertaken, they are found wanting. Strong, heroic action, bold endeavor, courage that cannot be beaten, our Lord needs all of these.—By Edgar Whitaker Work, D. D.

Crucify the old man side by side with Christ at the foot of the Cross. It will change the whole of your life if you do. Why should you be conceited and self complacent? Own up to the prayer you have neglected, to the poor, if not bad, example you have set; to every untruth you have told in business or in private life. Own up to the stories you have repeated about other people, and the want of charity you have shown. And if you humble yourself at the foot of the Cross, and admit these things then power is beginning; you are getting ready for power, the power of the Holy Ghost, to fill you. But no power of the Holy Ghost can fill you while you are full of you own ideas, your own importance. All that must go.

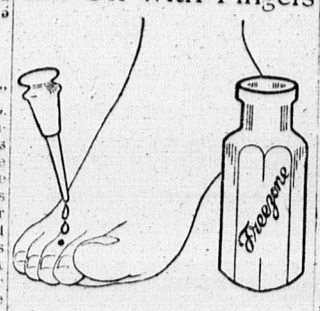
As gold is refined in the furnace,
So He finds the hearts of men.
The purge of the flame doth rid them of shame,
When He tries the hearts of men,
O, better than gold, yea, than much fine gold.
When he tries the hearts of men,
Are Faith, and Hope, and Truth, and Love.
And the Wisdom that cometh from above,
When He tries the hearts of men.

If Stomach is Bad Let Diapepsin End Gas, Indigestion

"Pape Dispepsin" has proven itself the surest relief for indigestion, Gases, Flatulence, Heartburn Sourness, Fermentation or Stomach Distress caused by acidity. A few tablets give almost immediate stomach relief and shortly the stomach is corrected so you can eat favorite foods without fear. Large case costs only few cents at drug store. Millions helped annually.

CORNS

Lift Off with Fingers



Doesn't hurt a bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Truly!

Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the calluses without soreness or irritation.

THE UNHURRIED MIND

(By H. Addington Bruce)

Faith in one's self, faith in one's fellow men, faith in God—these are the influences which above all others contribute to transform, flustered, hurried, inefficient minds into serene, unhurried, and efficiones. The deficient in faith are inevitably the deficient in poise.

And it is largely because so many men mistrust their powers, distrust their fellow men, and have no particular confidence in the benevolence of God that hurried, anxious thinking and doing are conspicuous in the life of the world.

Anxiety, indeed, must possess all who lack faith. For they necessarily live in an atmosphere of uncertainty as to the outcome of all their undertakings. Every day and the day through they unconsciously keep putting to themselves the question:

"I wonder how this will go, and how go that?"

Driven by doubt, they desperately seek to make sure that this and that will go to their liking. So they "hustle," as the phrase is. They do everything in a "rush."

They "hustle" and "rush" to their work, and through it. They make "snap judgments" when decisions are required of them. They give themselves, in fact, little time really to think about anything. They are in too much of a hurry to think, these poor worried, anxious folk.

Naturally the odds are heavy against their winning a distinguish success. They are immeasurably more likely to be in difficulties nearly all the time. Which only tends to make them more anxious and their minds more hurried and flurried.

Just one way of escape is open to the—recourse to the steadying power of faith. They must gain through faith the same attitude and outlook characteristic of all men of unhurried mind.

Nor is the gaining of faith such an insuperable matter as it may seem to those who have been hurrying and worrying almost from the outset of their lives.

Sincere prayer will help them gain the faith they need. Churchgoing will help. And by churchgoing I do not mean merely attendance at regular church services.

Many churches keep their doors open weekdays as well as Sundays, perpetually offering opportunity to pray and meditate in a faith-developing atmosphere. Their invitation should frequently be accepted—if only for fleeting visits of a few minutes at a time—by the unpoised, the men and women of troubled hurried mind.

Contemplation of the glories and beauties of Nature will also help toward the gaining of the faith that both tranquilities and energies "If you doubt God, go look at the stars"—aye, and at the hills and rocks, the woods and fields, the ocean and the brooks, or their pictured sembanlce as found in masterpieces of painting.

"But," one objects, "I cannot spare the time to drop into churches, to make pilgrimages to the open country, to go 'mooning' through art galleries. There is so much else I must do."

Very well, my dear sir. Then perhaps you prefer, after all, to live in haste and panic and general unease?

Certain it is that somehow you must find time to subject yourself to the the great environmental forces that give power and kindle faith if ever the blessing of the unhurried mind is to be yours.

EGG CONTEST

Notes on the Charlottetown Egg Laying Contest, for the 20th week of the Contest, ending March 20th, 1922.

The Charlottetown Egg Laying Contest has made a very rapid gain during the 20th week, an increase of 213 eggs over the previous week's production.

Mr. F. W. Woolley's pen of White Leghorns tied with the Experimental Station's pen of White Leghorns for first place, with 46 eggs each; the Experimental Station's pen of White Leghorns No. 18 was 2nd, with 45 eggs; Mrs. J. J. McLellan's pen of White Leghorns was 3rd, with 44 eggs; Mr. H. L. Machon's pen of Barred Rocks tied with Mr. J. B Millman's pen of Barred Rocks for 4th place, with 42 eggs each; and the Experimental Station's pen of White Leghorns No. 19 was 5th with 40 eggs.

Mr. F. W. Woolley's pen of White Leghorns advanced to first place during the week, with a total production of 420 eggs; the experimental Station's pen of White Leghorns No. 19 was 2nd, with 416 eggs; Mr. Everett Howatt's pen of White Leghorns was 3rd, with 413 eggs; Mr. J. S. Schurman's pen of White Leghorns was 4th, with 336 eggs; the Experimental Station's pen of White Leghorns No. 18 was 5th, with 309 eggs; and Mrs. R. W. Bullpitt's pen of White Leghorns was 6th, with 307 eggs to date.

The total production to date is 4,605 egge.

A Decade of Canadian Railway Development

"If mileage is to be taken as a measure of progress in railway development in a country like Canada," says D. B. Hanna, President of Canadian National Railways, in "Canadian Machinery," "then an advance of 54 per cent has been made in the last decade."

Tonnage handled and passengers carried are measures of progress in a traffic sense, but the length of haul and journey must be considered as well as the mileage operated to get a recognized gauge of the density of traffic. Earnings and expenses must be considered as well as the mileage operated to get a recognized gauge of the density of traffic. Earnings and expenses must be considered. Earnings are affected by increases in freight rates and passenger fares; operating expenses by increases in wages and the costs of material. These in turn are all affected in an economic sense by the varying purchasing power of the dollar. Comparison of all these items, and some others, is however, necessarily a part of any analysis of the situation. Some comparative figures for 1911 and 1920 follow. This is only a nine-year spread. The changing conditions of 1921 would make that an undesirable year for comparison, and of course it would be impossible to get returns for some time yet covering this year.

Summary of Canadian Satistics.

1911	Item	1920
$ 25,400	Mileage ...$	39,196
79,884,282	Tons hand.	127,388,453
37,097,718	Pass. carr.	51,306,074
188,733,494	Gross earn.	491,938,857
131,033,785	Oper. exp.	475,002,823
57,698,709	Net earn...	13,936,003
74,613,738	Pay roll ...	290,510,517
69.4	Oper. ratio	97.17%

From the above tabie those who wish to deduct gloom may point out that the railways were better off in 1911 than they are to-day, measured by the operating ratio. But this conclusion would ignore many features of the case which are important from the point of view of the national welfare. Nor should the very much lower percentage of the earnings available for a return on capital be regarded as a situation peculiar to Canada. In United States the return on capital which as recently as 1916 was 6.16 per cent., fell to 32 one-hundredths of one per cent in 1920.

The increase in Canadian railway mileage since 1911, or seven years before the formation of the Canadian National Railways has been distributed among the provinces of Canada as follows:—

Prince Edward Island ..	9.54
Nova Scotia	77.78
New Brunswick	399.58
Quebec	978.38
Ontario	2,678.15
Manitoba	723.30
Saskatchewan	3,027.72
Aberta	2,791.09
British Columbia	2,396.11
	13,081.62

The mileage has been absorbed by the large systems as shown below:

Canadian Pacific	3,867.17
Canadian National Rys.—	
Canadain Northern, Grand Trunk Pacific, Nat. Transcontinental ...	8,713.13
Other lines	501.32

It is seen from the two tables above that of the new mileage put into operation since 1911 68.3% is in the Western provinces, and 66.6% of the total increase has gone into what is now Canadian National Railways. Therefore on the lines now included in that system has fallen the greater part of the task of developing traffic for the new mileage. In the period under review there were four and a half years of actual world warfare, from whic hrecovery to normal conditions has not yet taken place. That any great development has taken place in this nine year period is remarkable when it is considered that it includes only 2 1-2 years of pre-war development.

The Canadian National Railways as a system dated from the time the management of the Canadian Government Railways was placed under the control of the Board of Directors which the Government appointed for the Canadian Northern Railway Company. This was done in September, 1918, after the completion of the arbitration proceedings for the acquisition of the C.N.R.'s capital stock. The management of the Grand Trunk Pacific was not taken over by the Canadian National Railways until 1st October, 1920.

It is, of course, impossible to say what greater progress could have been made since 1911 if the three railway systems had been under one management since the date. Ignoring this feature, however, we can compare the traffic handled in 1911 by the three railways with that in 1920, which will give some idea of the traffic development of the lines now included in the National System.

1911 Tons Handled	Products of	1921 Tons Handled	Increase % over 1911
2,043,464	Agriculture	7,762,435	276.93
253,342	Animals	622,453	145.58
2,728,734	Mines	7,955,072	191.52
3,227,120	Forests	7,707,435	138.83
2,199,509	Manufacturers	1,697,933	113.59
299,894	Merchandise	587,852	79.35
979,332	Miscellaneous	1,109,961	13.34
11,731,386	Total	30,332,849	158.56

To convey an appreciation of what this increase in traffic means in the production of national wealth in 1920at$143.00. TINE$ yl 2 38. let me point out that a competent authority in the United States placed the value of the average ton of freight carried in 1920 at $143,00. The proportion of low valued commodities transported by rail in the United States is greater than in Canada. In United States there is more mineral tonnage and a smaller percentage of agricultural products, so that on the average a ton of freight in Canada is more valuable than in U.S. Using the United States valuation, however, as an approximation, and deducting the tonnage which does not originate on the lines now included in the National System, the value of the additional tonnage produced on on the National System in the year 1920 over the 1911 tonnage would amount to $1,680,000,000. This sum does not take into account the differences in value of commodities in 1911 as compared with 1920. When this is included the additional value of the total tonnage originating on Canadian National Railways amounts to the enormous sum of $2,400,000,000.

This is the increase in value in production in 1920 over 1911 which considers only the valuation of the articles transported originating on the lines of the National System, but this, of course, does not take into account the value which may be added to these products by various advances in their state of manufacture.

As tonnage produced without transportation facilities to carry it to market has no commercial value the railways can rightly claim credit for the creation of much new national wealth. The value of much new national wealth. The value of certain commodities has dropped since 1920 but the figures quoted may still be regarded as representing an approximation of the situation as no account has been taken of the increase of over 6½ million tons of freight received from United States and Canadian railway connections which naturally represents a large increase in the nation's trade accounts.

As far as the entire Canadian railway situation is concerned, measured by the ton miles per mile of line (recognized as the gauge of density traffic) the country has since 1911 absorbed the 54 per cent increase of railway mileage, because the density of freight traffic in 1920 per miles of line was actually greater than in 1911. This is one of the most important features of the comparative figures. It goes to show that notwithstanding the many unfavorable features present in the period, Canada has gone ahead in a remarkable manner and is now using on the average all of its railway mileage to the same extent it did in 1911. Canada had in 1911 but one Transcontinental line. It now has three, although two are under one management. The development of the country has been greatly extended, many new sections have been opened up for settlement. Due to the war some branch lines that were under construction in 1911, 1912 and 1913 have just recently been completed. Going back a little further, if the new towns created and new communities established are considered, it will be readily seen that the value of a railway to a country like Canada cannot be measured by its net earnings. Its effect on the National welfare must be kept in mind. Canada now enjoys better transportation facilities and is in a much more favorable position than ever before to enter upon a period of intensive development.

The fact that the Canadian National Railway System is in a position to handle a greater proportion of the nation's traffic is gradually being recognized by the Canadian people. This is shown by the larger percentage of the total traffic being handled by National Lines. There will no doubt be greater efforts made to attract new-comers to Canada of the proper type. With the gradual return to normal conditions and the resumption of immigration in prewar volume, with the natural development of the newer districts, served by many of the National System's lines which this will bring about, the relative position of the National System will be further improved and the pleasing operating results of the last four months will become the regular thing. In fact, net earnings can be expected to show a steady growth, provided that rates are on a proper basis and that the volume of business increases. It is a matter of time only, always provided of course that the railways' operations are kept in the hands of capable railway officers and business men free from the bane of political interference.

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Success and the United Hotels Company of America

THIS advertisement answers that question for for all those who are considering investing in the 8% Convertible Debentures of The Mount Royal Hotel Company, Limited.

In the first place, The United Hotels Company of America have purchased for cash One Million dollars' worth of the 8% Convertible Debentures of The Mount Royal Hotel Company, Limited.

On this million-dollar purchase they will get no more nor no less pro rata than the 8% paid to the investor of $500 or $1,000.

The United Hotels Company of America owns and operates its various hotels for the benefit of the investors in their various securities. It will not make one penny of profit for itself unless and until The Mount Royal Hotel Company, Limited, pays dividends upon the Common Stock.

Thus, you see, investors in the 8% Convertible Debentures have an additional safeguard in knowing that their interests and the interests of the United Hotels Company of America are identical. Debenture holders must be satisfied first before Common Stock dividends are paid.

Nevertheless, we think that the Common Stock, which is now being given away as a bonus, should earn substantial dividends within a very short time.

For example: When the United Hotels Company took over the King Edward Hotel it was losing money every day. Almost over night they changed it into a paying proposition, and in two years put its Common Stock, which was given away as a bonus, on a 10% dividend basis.

The Mount Royal Hotel is the largest undertaking that the United Hotels Company of America have committed themselves to. They have agreed to operate the hotel on a thirty years' contract, under which they receive no salary, fees, or remuneration other than the dividends which may be paid on the Common Stock, of which they own a considerable amount.

You may be quite sure, therefore, that every ounce of ability and business and financial acumen that they possess will be brought to bear upon the successful conduct of this enterprise.

We have gone into every detail of operating cost of income, and of estimated profits. And we are satisfied not only of the hotel's ability to earn its interest charges. We believe it will earn sufficient to pay most satisfying dividends upon the common stock.

It is for this reason that we recommend these 8% Convertible Debentures so highly and invite you to write at once for a circular giving full particulars.

To W. A. Mackenzie & Co., Ltd.
38 King Street West, Toronto.

Dear Sirs: Please send me a copy of the circular describing the 8% Convertible Debentures of The Mount Royal Hotel Company, Limited, and oblige.

Name in full .....
Full Address .....
.....
Please write clearly.