

Monday School Lesson

Golden Text: "I waited patiently for Jehovah; and he inclined unto me, and heard my cry."

Lesson Text: 1 Kings 19:9-13

Reference Material: 17: Acts 16: 6-10; 18: 1-11

Place: Mount Horeb.

and he came thither. That is, the mount of God. Ex. 3: 1.

place of Jehovah, despite the fact that the people had already called him (Canaan, Cf. Judg. 5: 4).

Deut. 33: 2 In any case, the "impulse" was to get back to the historic origins of the nation.

and renew his faith by the spiritual power of the God he served (Shiner). Elijah was not a prophet, he had fled from Israel and was disappointed.

He expected that those who cheerfully followed him would rally round him.

But alas! when his life was in jeopardy, not one of his disciples came to his aid.

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Experimental Station

MEMORANDUM PREPARED FOR THE ASSOCIATED BOARDS OF TRADE OF P. E. ISLANDS AT THE REQUEST OF THE PRESIDENT

And Submitted to them on Thursday, by Mr. J. A. Clark.

The Experimental Station at Charlottetown consists of 195 acres of land purchased and owned by the Federal Department, or acquired from the Provincial Department on a long lease; and about 45 acres leased from several individuals or estates for comparatively short periods of time, most of these leases expiring with the season of 1926.

This area is very much less than any other Experimental Farm or Station in the system, and about one-third of that of the other Maritime Experimental Farms.

During the past few years the Experimental Farm at Nappan and the Experimental Station at Kentville, though much larger than Charlottetown, receive large additions to their areas.

We have made several attempts at enlarging the farm area at the Experimental Station at Charlottetown. The request of the Executive Council of the Department of Agriculture, and the approval of the past two Ministers of Agriculture, in each case it was the Executive Council that so delayed matters that the land was sold to other parties, or our option expired.

To quote the Director in a letter written in December last to the Deputy Minister: "Our need for more land is more imperative every year, and if we are to properly function in Animal and Field Husbandry, and answer the needs and requirements of this Province, it is imperative that we do something to enlarge our farm at Charlottetown at the earliest possible date."

It is regrettable that we have not been able to carry out experimental and investigational work along several important lines of Field Husbandry owing to the need of land; we have, not been able to enlarge our Animal Husbandry work to meet the requests of the live stock men in the Province, nor have we sufficient stock at present to carry through certain experimental work now under way.

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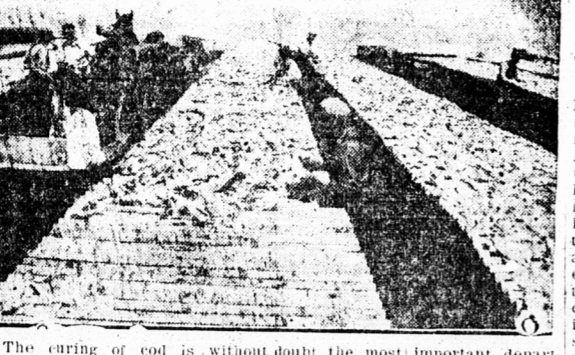
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FISHERMEN OF THE BREED THAT BUILDS EMPIRES

National Fish Day Commemorates Brave Men of the Calling—Look to Public to Help Them Build up the Industry.

While it is true that the vast marine fields automatically occur their harvest of fish, it is not the average man how these fisheries must toil to garner the crop. National Fish Day, February 1, commemorates these brave citizens of the nation—these remarkable men of the deep, these reserved, staunch and brave souls calling it is appropriate, particularly at this season of the year, to reflect upon the life of the fisherman.

Those of us who live in maritime communities know of the hazards of the deep. The weekly list of disasters, of missing ships and missing men, is too familiar to this class of people.



The string of cod is without doubt the most important department of the fishing industry in the east. The above picture shows the workmen spreading the cod on the flakes at Digby, N. S., to be dried by the sun.

to require iteration. But the great masses of people, scattered throughout the Dominion, what do they know of the fisherman? How are they able to estimate the value of their work?

The expression "lowly fisherman" has been hequeathed to us from antiquity. Whether it is truly applicable to the status of the calling in those days, it is difficult to say. Webster defines it as "low in rank, humble, modest." To employ the term to-day in a sense of sympathy or of derogation is a reflection upon one's intelligence.

Neither does the fisherman need sympathy nor deserve approbation. On the contrary it is difficult to find a calling which exacts such courage, strength of will, resourcefulness and stick-to-it-iveness. No body of men has a greater faculty for work and few execute it with more will, ingenuity and thoroughness. That they are humble and modest is true in the sense that they are reserved and retiring. But lowly? Well, we shall see.

Did you ever read a description of deep-sea fishing on our North Atlantic banks? Any of you who happen to be depressed in the belief that you are overworked, ship in a banker—one of those lumbering schooners—just for one trip, if the skipper will be indulgent enough to tolerate such a soft-fished, bloodless, nerveless and generally useless individual. Just one trip is guaranteed to cure. A winter trip is not advisable. An early death is too severe a price for experience.

In the first place bank fishermen must be sailors, and they are the orthodox sailors, from which class they exclude "scoomers" and "steamboaters." Their schooner is only a small one, possibly a hundred feet, and she needs handlings in North Atlantic gales and seas. But that's only a diversion from the real business of the trip, but

with a single diamond perching like a teardrop upon its glittering circle. A hee-necked man could wear the ring in his nose, instead.

How would branding on the forehead with a large capital "M" suit this circle of desires? Or tattooing the portrait of the wife on either cheek?

Best Cough Mixture Is Home Made

Acts With Speed—Loosens the Phlegm—Stops the Irritation and Cures the Cough

Fine for Chest Colds, Croup and Whooping Cough

When you can make, in two minutes, a world beating remedy that acts directly on the membrane and often overnight causes stubborn coughs and even hard chest colds to disappear, why trifle with things that will probably disappoint?

Hawking and sniffing, and also, soreness of the mucous membrane, and you will feel fine in almost no time.

Just get one ounce of Paracetamol (double strength) add to it a little sugar and enough hot water to make a half pint and you've got an inexpensive remedy better than you can buy ready mixed.

Its soothing, healing action on the membrane is the reason so many people get it for Catarrh and neuralgic nasal colds.

British Industrial

When the eighth annual British Industries Fair opens in London and Birmingham on the 27th February for its two weeks run, buyers all over the world will be amazed at the world. This is the first time since the war that the British Government Department of Overseas Trade which is responsible for the organization of the Fair.

The British Trade Commission in Canada, who have their offices at 248 St. James Street, Montreal, 260 Confederation Life Building, Toronto and 610 Electric Railway Chambers, Winnipeg, state that the British invitation cards and full particulars are being issued by the Commissioners locally.

The goods exhibited in the London Section comprise boots, shoes, fancy goods, paper and stationery, optical goods, glassware, scientific instruments, electrical apparatus, drugs, jewellery, electro-plate, cutlery, watches and clocks, toys and games, sports goods, hand laboring, furniture and musical instruments.

Especially attention is directed to the impressive and comprehensive display of metals, hardware and engineering exhibited at the Birmingham Section of the Fair. Here the goodwill possessed by the manufacturers of Birmingham through out the world takes tangible form, and the buyer may inspect everything of interest produced in what is universally acknowledged to be the "Workshop of the World."

Many manufacturers will welcome the opportunity of showing their wares to their work, where he may not only see the goods being manufactured, but also the facilities for adapting them to the requirements of his market.

The British Industries Fair has grown until it is today the most important national trade fair in the world. In fact, one of the great difficulties with which the organizers have had to contend has been the lack of adequate buildings for the Fair has grown to such an extent that it has been no easy matter to adhere to the policy of housing each section under one roof.

Those who are familiar with the layout of the fair, which are held in innumerable separate buildings scattered throughout the length and breadth of a city, the advantage of such an arrangement will be obvious. For the 1922 Fair it has fortunately been possible to secure a complete additional exhibition hall to provide not only for the annual growth of the Fair, but also to find room for the great industries which centre in and around Glasgow.

Returning to the amount of business to be included in the Fair, it is worth noting that the British Invitations are issued to buyers all over the world by the British Industries Fair, G. W. McFarland, Williams Shoe Co., Sackville St., Montreal, who are the sole agents for our business in our industry in 1922 is promising. We have on our books at the present time the largest placing business we have ever booked and we have increased our production during the last few months nearly one hundred per cent. We are laying plans for a still greater production and believe we will not be disappointed.

The outlook for the leather business in 1922 is indeed very hopeful. The amount of leather already in the hands of shoe manufacturers, declares Charles Robson, the Robson Leather Co., Ltd., Oshawa. "The leather and shoe industry in Canada should enjoy a great prosperity during the next few years."

Reviewing conditions in the mill industry, Brig. General LaBelle, president of the Canadian National Millers' Association, finds that "Canadian flour mills have gone through a period of readjustment during the past year, but I think in a much more satisfactory manner than others."

Speaking for the pulp and paper industry, C. Howard Smith, of the Shaw Paper Mills, Limited, Montreal, says: "I think the outlook for the year 1922 will be very much better than for 1921. Conditions are more favorable, confidence is being restored and the worst is over. We have had a very serious period of depression but we are apparently on the up-grade."

"The outlook for 1922 is much better as we see it, than it was for 1921," writes W. N. Manning of the Sherlock Manning Piano and Organ Co., London. "Dealers are not carrying large stocks and, while they are ordering small quantities, they are ordering often."

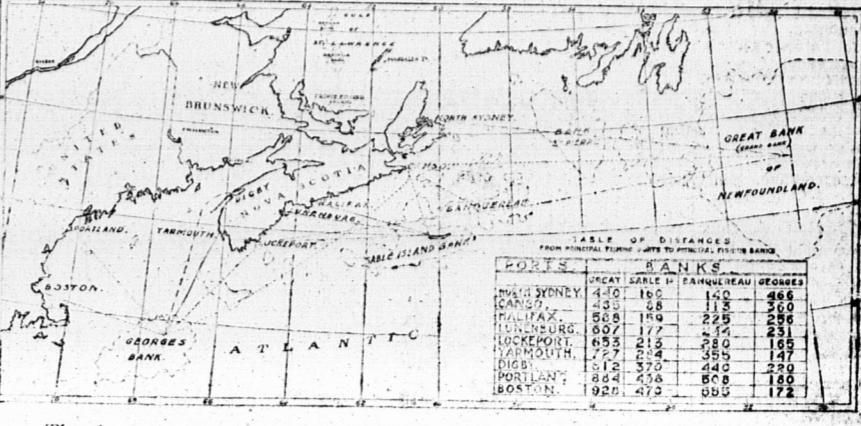
More dealers are paying cash for their goods now than in all our experience. We believe that the worst is over as far as the piano trade is concerned."

F. G. Daniels, General Manager of the Dominion Textile Co., Ltd., Montreal, referring to the textile industry, says: "We feel that the year, 1922, as it progresses, should show a decided improvement in manufacturing conditions throughout the world and particularly in this country. Generally speaking, stocks of manufactured goods are low."

For the canning industry, W. R. Dymon, Dominion Canners Ltd., Hamilton, points out that: "Stocks on the shelves of merchants are low. Everybody is buying from hand to mouth. There are large savings in the bank and the inherent wealth of Canada is tremendous. With the influx of new population which must come, and with the usual optimism of Canadians, we look for improved conditions in 1922, but no boom."

Speaking for the lumbering industry, Geo. W. Grier, G. A. Grier and Sons, Ltd., Montreal, says: "There appears to be generally, a feeling of confidence is all brain-ache. The year 1922 will witness an improvement in the demand for lumber, the consensus of opinion being that this improve-

CANADA MAY DOMINATE NORTH ATLANTIC FISHERIES



The above chart, indicating the chief fishing banks of the North Atlantic—the richest in the world—demonstrates the strategic advantage held by our maritime provinces in relation to these harvest fields, and shows why Canada is in a position to dominate this vast fishing territory.

Con Cregan, Lever's roving character, was disappointed in crossing the Atlantic that he could not see the Grand Banks. It had been his notion that the fishing banks of the North Atlantic consisted of mounds of sand sloping into the sea. Perhaps he was entertaining the idea of escaping to one of these "sandy islands," a good many possibly just as ill-placed on the subject as the irrefragable Con Cregan, but are not so willing to admit their error.

The fishing banks are not exposed above the surface. They are actually banks or mounds on the bed of the ocean, but are perceptible only by the aid of sounding devices.

The Grand Bank of Newfoundland, the largest, located south-easterly from the Ancon Colong covers an area about 320 miles north and south and 350 miles east and west and it is generally traversed by ships crossing the North Atlantic ocean between European ports and ports in Nova Scotia or on the Bay of Fundy. The general depth of water on the Grand Bank varies from thirty to forty-five fathoms and the bottom is usually sand, gravel or broken shells. The water surrounding drops off to anywhere from sixty to one hundred and forty fathoms. The only dangers of navigation on the Grand Bank are the shoals and the Easton rocks. The area covered by the Grand Bank really includes St. Pierre and the Green Banks, which are

separated only by narrow channels. The approach to the Grand Bank is generally evidenced by an increasing number of sea fowls around the vessel. The great shearwater, well known to the fishermen as the "shear," is seen across the Atlantic, but on the other sea fowl, becomes very numerous. The shearwater, by the way, derives its name from its skimming across the water when flying.

One will observe by studying a chart of the North Atlantic how close our maritime ports are to the chief fishing banks as compared with American ports, yet it is a natural fact that our neighbors to the south take from these areas a quantity of fish two or three times the quantity of fish we do, and are serious competitors in our foreign trade. It seems logical from an economical and geographical standpoint that the fisheries of the North Atlantic, including possibly supplies with the French Island of St. Pierre as a base, a cold storage and Boston New York and American ports, costing \$1,200,000 having a tonnage capacity of 200,000 tons, and a storage capacity of 6,000,000 bushels, for the fresh fish trade will be on the way to interior markets much sooner than when travelling by steamship. The Government and especially equipment should be provided to carry the supplies to Europe. The Paris fishermen more actual than on land government assistance to the fishing industry distance to port is shortened, apparently in that direct fishermen can produce more in a day for material for her navy.

ment will be gradual and will not take the form of any pronounced boom. It is generally admitted that stocks of lumber in the hands of retailers and consumers are small and that a normal demand would compel replenishing of supplies with possibly higher prices resulting."

The furniture industry is reviewed by William Cawell, Secretary of the Furniture Manufacturers' Association, Toronto, who says: "There is still a very large shortage of houses throughout the Dominion and it is reasonable to expect that during 1922, because of the reduction of building costs, an estimate of 25,000 houses to be built in 1922, is not too high. The expected amount of new furniture required for these houses, with the regular replacements, warrants an optimistic outlook for the industry. Gradual increase in demand which, towards the fall, will give us normal operations in the factories."

"Conditions in the stove business," writes W. S. Fisher, Executive Secretary of the Stove Manufacturers' Association, Toronto, "have been very difficult. During the first six months of 1921 there was a very great falling off in business, but later there was a distinct revival in the demand. Since then there has been a considerable slowing down and we do not look forward to any very large volume of business in the near future. At the same time we feel that we are now passing through the worst and that business will gradually return to a normal basis."

George Henderson, president of the Brandram-Henderson, Ltd., Montreal, reviewing the paint industry, says: "It is my opinion that in industrial life generally the worst is well back of us and that the deflation, which has occurred, bringing with it a more normal and settled condition of mind among our citizens, will ensure a gradual and steady improvement in demand for the whole of the year, 1922."

The farm implement industry has naturally suffered from the effect of low prices for farm products and Arthur W. White, of the George White and Sons Co., Ltd., London, says that "prices of farm machinery will be considerably lower for 1922, but still high to warrant a farmer buying unless he has some assurance that his produce can be placed on the market at a price corresponding to the price he is paying for the goods he requires. Severe measures may be necessary to correct the present conditions but no doubt the spring of 1922 will see these conditions being corrected and a balance struck to obviate the great spread between the price paid to farmers for produce and the market price to the final consumer."

The brick manufacturing industry is discussed by P. B. McFarland, of the Intercontinental Brick Co. of Canada, Limited, Toronto, who states that "our plants are at present operating to about 85 per cent. of capacity and we expect by March or April to be operating to full capacity. We feel that if we can just get some relief in freight rates, there will be plenty of business for capacity operation of all our plants."

These are extracts from but a few of the reviews contributed to this symposium of opinion on the industrial situation, the whole reflecting in a comprehensive way the feeling of Canadian manufacturers at the beginning of the year.

Hints for the Motorist

By Albert L. Clough Editor Motor Service, Review of Reviews

How "Short" Can You Stop Your Car?

WITH BRAKES IN PERFECT CONDITION and an ideal dry, even and level road surface, there is a certain theoretical minimum distance within which it is possible to stop a car. This distance depends entirely upon the speed at which the car is moving at the instant of brake application, but also upon the proportion of the total car weight that is carried by the wheels that are braked (the rear ones). The total weight of the car is not a consideration, assuming that all cars have brakes capable of locking their wheels. The ordinary passenger car is generally assumed to carry on half its total weight on each axle or somewhat more, depending on the load.

When road conditions are as assumed above, the actual stopping distance test out in fairly close agreement with the theoretical and the figures obtained by experiment and computation are made the basis for the braking requirements imposed by the traffic authorities on motorists. A very easily remembered fact is that a car moving at 10 m. p. h. should be capable of being stopped in 10 feet or slightly less, and at 20 m. p. h. the stopping distance should be 40 feet, at 30 m. p. h. 90 feet and at 40 m.