Feversham Fall Fair Prize Winners

HORSES

DRAUGHT—Team, P. Neff, J. D. Leggatt; Draught 3 year old, A. McLean; Draught brood mare with foal, D. Ring, J. A. Kernahan; Draught 2 year old, A. McLean; Draught spring colt, J. A. Kernahan, D. Ring.

AGRICULTURAL—Team Agricultural, D. Ring; Agricultural 3 year old, Angus Morrison; Agricultural brood mare, J. D. Leggatt, A. Currie; 2 year old, A. Currie; 1 year old, E. Hawton; Spring colt, J. D. Leggatt, A. Currie.

Best heavy horse any class, Percy Neff, Percy Neff.

ROADSTER—Brood mare, D. Ring, J. D. Leggatt; 1 year old, D. Ring; Spring colt, D. Ring, J. D. Leggatt.

Single driver—D. Wilson.

CARRIAGE—brood mare, K. Robertson, G. McDonald; 2 year old, D. Ring; Spring colt, G. McDonald, K. Robertson; single driver, A. H. McGhee, K. Robertson; Best lady driver, A. H. McGhee, K. Robertson.

SPECIALS — McDowell's special, A. H. McGhee; Johnson's Drug Store, G. McDonald; Geo. B. Henry, G. McDonald; W. A. Chatterson, G McDonald; Brown Bros., G. McDonald, John Robinson, G. McDonald; S. J. Bailey, D. Ring; John Speer, D. Ring; John Smith, D. Ring; Dr. McFaul, A. H. Wilson; Burton Henderson, J. A. Kernahan; W. J. Lougheed, J. K. Rinn G. W. Ross.

CATTLE

SHORTHORN—Bull calf, E. Betts, J. Ottewell; cow, E. Betts, J. Ottewell; bull 1 year old, E. Betts; Heifer 1 year old, E. Betts, J. Ottewell; Heifer calf under 1 year, J. Ottewell, E. Betts; best herd, E. Betts, J. Ottewell; best bull any age, E. Betts.

JERSEY—Cow, Mrs. Henderson.

GRADES—Cow beef, A. McLean, J Madden; Cow dairy, E. Betts, E. Betts Heifer, 1 year old Jas. Madden, J. Ottewell; Heifer 2 years old, E. Betts J. Ottewell, Heifer under 1 year, J. Ottewell, Jas. Madden; Steer 2 years old, E. Betts; Steer 1 year old, J. Madden, E. Betts; Best herd, E. Betts J. Ottewell; Best fat steer or heifer, E. Betts, Jas. Madden.

SPECIALS — Latimer & Johnson special, E. Betts; J. J. McCormick, E. Betts; T. Thornbury, E. Betts; R. S. Williams, J. Ottewell.

SHEEP

COTSWOLD — All prizes to Jas. Stinson.

LEICESTER—aged Ewe and shearling Ewe to E. Hawton.

OXFORD DOWN—Ram aged, W. J Meads, F .Spofford; Ram yearling, E. Betts, W. J. Meads; Ram lamb, W. J. Meads, F. Spofford; Ewe aged, W. J. Meads 1 and 2; Ewe Shearling, W. J. Meads, E. Betts; Ewe Lamb, W. J. Meads 1 and 2; Best pen, W. J. Meads F. Spofford.

SWINE

YORKSHIRE—Boar aged, E. Betts Boar pig under 1 year, G. W. Ross; Sow aged, J. A. Kernahan, E. Betts; Sow 1 year, J. A. Kernahan, G. W. Ross; Sow pig, E. Betts, J. A. Kernahan; Herd, E. Betts, G. W. Ross.

TAMWORTH—All prizes to G. W. Ross.

Best pen bacon hogs, Jas. Long, J. A. Kernahan.

POULTRY

Brahmas—male, 1 and 2 Barber, female, Barber; Langshan—female, Barber; Barred Rock—male, 1 and 2 Barber; female 1 and 2 Barber; White Rock—male and female, Barber; Golden Wyandotte — female, Barber; White Wyandotte—male, F. J. Thurston, Barber; female, F .J. Thurston, Barber; Wyandotte Partridge—male, 1 and 2 F. J. Thurston; female Thurston ;Brown Leghorn—female 1 and 2 Barber; Hamburgs — male 1 and 2 Barber, female 1 and 2 Barber; White Leghorn — female 1 and 2 Barber; Black Leghorn—male Barber; female 1 and 2 Barber; Black Minorca—male Mrs. Henderson, Barber, female, Mrs. Henderson, Barber; Buff Orpington—male Mrs. Heitman, E. Alexander, female E. Alexander 1 and 2; Turkey —male J. Long, J. A. Kernahan; female J. Long, J. A. Kernahan; Toulouse Geese—male F. D. Cairns, J. A. Kernahan; female F. D. Cairns, J. A. Kernahan; Geese A. V.—male Mrs. Henderson 1 and 2; female Mrs. Henderson 1 and 2. Duck—Pekin, male J. A. Kernahan, J. F. Collinnson; female J. A. Kernahan, J. F. Collinson; Rouen—male Barber 1 and 2; female Barber 1 and 2. Rabbits—male F. J. Thurston, W. J. Moore; female F. J. Thurston, W. J. Moore Specials—African Geese, Mrs. Henderson; Advance Printing Co., special Barber.

GRAIN

Fall Wheat white, J. D. Leggatt, J. A. Bell; Spring Wheat, J. A .Bell, F. D. Cairns; White Oats, F. D. Cairns, F. Spofford; Barley, J. D. Leggatt, F. Spofford; white peas large, J. D. Leggatt; small white peas, C. Bristow; Buckwheat, J. A. Bell; Timothy seed, E. Hawton, C. Bristow; Alsike Clover, C. Bristow, L. A. Fisher; Mammoth Clover, L. A. Fisher; sheaf Ensilage Corn, J. A. Bell, Allan McLean; Sheaf oats, G. Ross, E. Hawton, J. A. Kernahan; Sheaf Barley, E. Hawton.

ROOTS & VEGETABLES

Potatoes Rose type, J. Ottewell, A. McLean; Potatoes Hebron type, J. A. Bell; Long white Potatoes, C. Bristow W .A. Hawken; Green Moutnain, J. A. Kernahan; Irish Cobblers, J. A. Bell, J. A. Kernahan; Wurtzel Mangolds, C. Bristow; Swede Turnips, L. A. Fisher, J. A. Kernahan; Aberdeen Turnips, J. A. Kernahan, W. A. Hawken; Sugar Mangles, F. Sjofford, W. H. Hall; long Blood Beets, W. H. Corn, L. A. Fisher, C. Bristow; Ensil- L. A. Fisher, W H Conn; Blood Beets A.O.V., W. A. Hawken, T. Conron; early horn Carrots, W. A. Hawken, F. Spofford; field Carrots, C. Bristow, L. A. Fisher; Parsnips, W. A. Hawken, L. A. Fisher; Onions from seed, W. H. Conn, L. A. Fisher; Potatoe Onions, L. A. Fisher, C. Bristow; white Beans, T. Conron, A. Atkinson; Butter Beans Mrs. J. A. Bell, T. Conron; Table Conr, L. A. Fisher, C. Bristow; Ensilage Corn, J. C. Adams, J. A. Bell; Winningstadt Cabbage, F. J. Thurston, W. A. Hawken; Red Cabbage, L. A. Fisher, W. A. Hawken; Cabbage A.O.V., L. A Fisher, W H. Thurston; Red Tomatoes, W. J. Moore, F. D. Cairns; Squash, W. A. Hawken, T. Conron; Pumpkin, Mrs. W. Heitman, L. A. Fisher; Vegetable Marrows, Mrs W. Heitman, L. A. Fisher; Citrons, L. A. Fisher, T. Conron; Cucumbers, Miss L. Oliver, T. Conron; Muskmelon W. A. Hawken; Winter Radish, L. A. Fisher; Vegetable Oyster, A. Atkinson; white celery, Mrs. W. Heitman, F. J. Thurston; red Celery, Miss L. Oliver.

FRUIT

APPLES—Talmon Sweet, Mrs. N. Hindle, J. A. Bell; Ben Davis, J. A. Bell, L. A. Fisher; Duchess, Mrs. F. J. Collinson, F. D. Cairns; Alexander, J. A. Kernahan, Mrs. J. C. Adams; Wolf River, A. Atkinson; Snows, Mrs. J. A. Bell, W. H. Hall; Russett, W. H. Hall, Mrs. J. A. Bell; Spy, F. Cairns; Pewaukee, W. J. Moore, Mrs. J. C. Adams.

PLUMS—A. Atkinson.

Coll. of Fruit—A. Atkinson.

DAIRY & OTHER PRODUCE

Crock butter 30 pounds, L. A. Fisher, Mrs. J. Milne; Crock Butter 10 lbs Mrs. H. Heathcote, Mrs. J. Milne; 5 lbs. Butter in prints, Mrs. H. Heathcote, L. A. Fisher, Mrs. J. Milne; Home-rendered Lard, L. A. Fisher; 1 quart Maple Syrup, Mrs. E. Hawton, A. McLean; Maple Sugar 3 lbs., L. A. Fisher, A. Atkinson; Clear Honey, W. H. Hall, L A Fisher; Finlay & Finlay special, L. A. Fisher; J. M. Begg special, Mrs. E. Hawton; Mrs. Henderson special Mrs H. Heathcote; Loaf homemade Bread, Mrs. D. Ring, Mrs. J. D. Legatt; Brown Bread homemade, Mrs.

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Aluminum Ware Bargains

98c. Buys a 10 qt. preserving kettle, a 10" round roast pan, a 2½ pint double boiler, or a tea kettle.

79c. Buys asix quart potato pot, a set of 3 sauce pans, a coveerd 10" convex sauce pan, a set of 3 pudding pans, a covered 7" straight saucepan, or a frying pan.

Special Sale Table — 5 yds. plain pink or blue flette for 95c..

A. E. HAW

CEYLON Store closed Tues. and Thurs. evenings.

VICTOR NORTHERN ELECTRIC

RADIO

WE HAVE WAITED OVER TWO YEARS FOR THE VICTOR TALKING MACHINE COMPANY TO PUT A RADIO ON THE MARKET AND AT LAST IT HAS COME.

The experience gained by the Northern Electric Company in the manufacture of Electrical Appartus in the various fields of scientific sound transmision, places the "Victor Northern Electric" Radio Receiving Sets in a unique position to produce the most complete satisfactory and scientifically correct apparatus ever offered to the Canadian Public.

We are now sole agents for this wonderful masterpiece of scientific production, and ask the people of this vicinity t obe sure and come in and hear this instrument before purchasing.

Come in and get it,
If we haven't got it we'll get it,
If we can't get it
It can't be got.

W. A. Armstrong & Son
ESTALISHED 1889
Flesherton, Ont.

MAKING OUR RAILWAYS PAY

The sure way—the only way—that our perplexing railway problem can ever be solved.

Temporarily our Canadian National Railway system is in a hole. To deny the fact would be rank untruthfulness, to belittle its importance would be sheer folly.

But this huge public ownership enterprise CAN and MUST be pulled out of the hole, and it's up to the men and women voters of Canada to do it!

A Loaf Big Enough for Two

If our foresight had been as good as our hindsight, we would never have built the excessive railway plant we have today. But what is done cannot be undone. There is no use crying over spilt milk. The problem now is to chart for ourselves the course that will most quickly and most surely place the Canadian National Railways on a paying basis.

Thus far the main effort of its management has been to get more business—freight and passenger—for the C.N.R. by taking it away from the C.P.R. By that method, the cost of securing business is greatly increased for both systems, with no real advantage to either. They are merely fighting over the division of a loaf, which isn't large enough to provide sustenance for both.

The only way our railway problem will ever be solved is for the voters of Canada to see to it that our railways are given a bigger loaf to divide—a loaf of freight and passenger traffic that will be large enough for both systems to thrive on.

We Have the Acorn, We Must Grow the Oak

How to increase freight traffic—that is the kernel of our problem! The average Canadian freight train earns $5.00 per mile travelled; the average passenger train earns only $2.00. So it's upon the freight end of the business that we must concentrate.

Of course, some kinds of freight are more profitable than others. There is very little margin of profit in carrying grain, first because the rates applicable to it are lower per ton per mile than the rates on any other commodity, and second because the grain movement is a peakload traffic, calling for an enormous investment in cars that are idle the greater part of the year.

But there is a substantial margin of profit in hauling general merchandise. What can we do to ensure our railways getting more of it?

Higher Tariff the Cure

Increase our population—start a big immigration movement—and the rest will follow as a matter of course! Easier said than done? Not at all! All we have to do to start the tide of immigration flowing through our ports is to hold out to the prospective immigrant the assurance of a steady job at good wages, or the chance to engage profitably in farming or some other form of production or service.

A higher tariff, that will be a real Protective Tariff, will give him a guarantee covering every point. And nothing else under Providence will!

A Lower Tariff is Poison

A Tariff policy that allows the Canadian market to be supplied more and more by outside workers, automatically operates to reduce the freight traffic available for our railways. When for instance, due to insufficient tariff protection, the Libbey-Owens glass factory in Hamilton was forced to surrender the Canadian field to its sister plant in Belgium, Canadian railways lost the hauling of 2,000 carloads of raw material per year!

If Canadian cotton and woollen mills only had the making of the textiles that we import every year, our railways would have the hauling of another 50,000 carloads per year of raw material freight.

Picture to yourself the scores of other things that under a low tariff policy we import, when under a higher tariff policy we would be making them in our own workshops, and you can hardly fail to realize that the sane—the sure—solution of our railway problem is all ready-made for us, and awaits only our order via the polls to put it into operation. The necessary traffic is there. All we have to do is reach out and get it!

Increasing Imports Mean Bigger Railway Deficits

Every time that low duties take away a portion of the domestic market from a Canadian industry and give it to a foreign industry, our railways suffer in four ways.

1. They lose the hauling of the raw material that such industry would have used.
2. On the finished product, instead of the full local rate, they get only their proportion of the through import rate—a much lower net.
3. When it results in the Western Canadian market being supplied from a U.S. factory, they lose the long East and West haul, and get only the short haul from the international boundary.
4. They lose the hauling of all the merchandise that would have been consumed by the workers who, due to the resultant unemployment, emigrate to the United States.

Lower duties throw ***people*** out of work. They just as surely throw ***railways*** out of work. We can never save our railways by giving them less work. We must use our brains and our courage to secure them more work—better paid work! Higher tariffs will do it.

VOTE CONSERVATIVE

FOR HIGHER TARIFF AND FOR LOWER TAXATION

Liberal-Conservative Victory Committee, 330 Bay St., Toronto 2