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HARDWARE - FLESHERTON

Dipping Sheep For Parasite Control

Sheep breeders will find dipping at this time of the year a profitable investment. Sheep and lambs will not thrive if they are forced to act as a host for ticks and other vermin. Sheep going into winter quarters will also be greatly benefited by being dipped in the early fall. The expense involved in dipping sheep is very slight compared with the increased gains that will be made by the lambs and the greater assurance of having the ewes in good breeding condition in the fall and at lambing time in the spring. The yield and quality of wool will also be greatly increased. The Fredericton Experimental Station has made a practice of dipping sheep each year (fall and spring), and as a result ticks have been practically eliminated from the flock.

There are a number of reliable sheep dips on the market. Cooper's dip is the most commonly used and experiments conducted at this Station proved to be quite efficient, although tests made some years ago did not show it to give quite 100 per cent control.

In 1924 the Fredericton Experimental Station undertook to test out the merits of sodium floride and wet able sulphur as cheap substitutes for the commercial dips. A number of grade sheep that were infested with ticks, were purchased from nearby farmers for this experiment. Counts were made of the ticks found on each sheep and lamb before and after dipping. Sodium floride was used in varying strengths from ¼ of an ounce to 1 1-4 ounce to a galion of water. Cooper's dip was used according to directions. One hundred per cent control was secured where sodium floride was used in the most concentrated form but there as evidence of slight burning. The weaker strengths of this product failed to give satisfactory control of ticks. Consequently sodium floride in solution is not satisfactory as a sheep dip. Wetable sulphur was found to give 100 per cent control without any evidence of burning.

While sheep breeders iperating in a large way may be justified in trying out substitutes for commercial dips, the small breeder is well advised to use the reliable commercial dips on the market.

S. E. GREY LIBERALS CONVENE ON 21ST.

A convention of the South-east Grey Liberal Association is called for Saturday, June 21st at two o'clock in the town hall, Durham, for the purpose of electing officers for the ensuing year and attending to other business. If deemed advisable, a candidate will be selected to contest the riding in the interests of the Liberal party against Miss Agnes Macphail, ex-M. P., Progressive, and Dr. Campbell, Conservative. Prominent speakers will attend the convention to discuss the questions of the day. Mr. C. H. Witthun and Mr. A. H. Knetchel, both of Hanover are president and secretary respectively for the Liberal Association.

READ THE SMALL ADVTS.

RATIO OF ACCIDENTS TO TRAFFIC DECREASING

Widespread interest in the work of the Highway Safety Committee is evident throughout the province. The Committee is truly representative of every section. In every community one or more men in public or semi-public positions have accepted invitations to join the Honorary Advisory Committee, and many have submitted to the Executive excellent suggestions and ideas which are being incorporated in the programme.

The watchword of the Highway Safety Committee is Care, Courtesy and common Sense in driving. Its good work in past years is indicated by the fact that the ratio of accidents to traffic is actually decreasing in Ontario in spite of the fact that the highways are becoming more crowded every year.

INJURED DEER DIED

On Thursday morning last a yearling buck deer, playing rompingly about with its mate in a grain field on the farm of Wm. Sproat, townline East Luther and Amaranth, met its death when it attempted to scale a nearby fence when it sensed the approach of a car. The animal's feet apparently caught in the barbed wire which sumounted the fence and it fell heavily on a pile of stones on the opposite side of the fence. Its mate successfully mounted the fence and made its esape. Dr. A. Hughes, V. S., hurried to the scene and loaded the injured animal into the back of his car and brought it to town. Examination revealed no broken bones, but it apparently was injured internally and died late the same afternoon. Dr. Hughes communicated with the Dept. of Game and Fisheries in Toronto and was authorized to dispose of the animal as he saw fit. —Grand Valley Star.

New Welland Canal To Open in September

The Welland Ship Canal, which is to be opened to traffic on July 1st, 1930, is one of the principal links in the great chain of navigation from the strait of Belle Isle up to the St. Lawrence and through the Great Lakes to the western end of Lake Superior, a distance of 2,339 miles. In considering the historic and romantic background of this vital artery of Canada's trade for the past hundred years the story of the Welland canal may be said to recapitulate the important event in the Dominion's advance among the nations of the world.. From time to time, to cope with the country's ever-increasing volume of trade, no fewer than three canals had been constructed across lake Erie to lake Ontario, previous to the present undertaking. The first of these was opened for traffic in 1829, th second in 1845, and the third in 1870.

Improvements to the 1870 canal bringing its depth to 14 feet and other measures were effective until 1913 when it was seen that a new and much larger canal was an absolute necessity. Construction was delayed by the Great War but such progress has been made in the last few years that on Dominion Day, Canada will formally open one of the great canals of the world, and one distinguished by many unique features.

The total length of the Ship Canal is 27.7 miles between the outermost ends of approaches and those at Port Colborne in Lake Erie. For all practical purposes it is a straight line throughout, and the difference in level betwen Lake Ontario and Lake Erie (326½feet) is overcome by seven locks of 46½ feet lift each and a guard lock. The usual length of these locks is 820 feet, the usual width 80 feet, with 30 feet of water on the sills. The provisions of this latter depth over all permanent structures will make it possible, later, to increase the depth of the entire canal to 30 feet by excavation of the reaches, through which, for the present, a minimum navigable depth of 23 feet is being provided. The canal reaches are 200 feet wide at the bottom and 310 feet wide at the waterline. Both Port Weller and Port Colborne harbours, which may be affected by the action of waves, have been dredged to an average depth of 27½feet below standard low water level.

The lift of theWelland Ship Canal locks has no precedent in actual construction for locks of their size Flight locks Nos. 4, 5 and 6, down the face of the escarpment, are twin locks in one flight with a total aggregate lift of only 85 feet. By means of thes twin locks vessels may be passed up the escarpemnt at the same time as other vessels are being passed down.

There are many other interesting features in the new canal which crosses the old canal at several points, and coincides with it at others, all to the advantage of the new. For instance, from Welland to Humberstone the old and new canals coincide, but just north of Humberstone the new canal leaves the old one to continue a straight alignment into the harbour at Port Colborne and eliminate a very sharp curve in the old canal known as Ramey's Bend. Again, by keeping the summit level from Port Colbourne, Labe Erie, to Thorold at a regular height, by means of a guard lock, vessels can be passed into the canal without delay from the constantly fluctating level of Lake Erie. This is entirely new and effects a vast improvment in navigation.

The time taken to fill a lock is eight minutes, and it is estimated that a vessel can be passed through a lock in about twenty minutes. The estimated time required to pass a vessel through the entire canal is eight hours, as against fifteen to eighteen hours on the present canal. The canal will be electrically lighted and operated by power generated from the flow through canal operation. Though every effort has been made to reduce such structures to the minimum no fewer than twenty-one railway and highway bridges have had to be provided over the canal.

The opening of the new canal will allow the great steamers of the upper lakes, many of them over 600 feet in length, hitherto confined to the lakes above the canal, to carry their cargoes to the lower end of Lake Ontario and, very shortly, to Prescott, where adequate terminal facilities are being constructed. This will materially reduce the canal-cargo and rail haul between lake boat and ocean steamship.—Natural Resources Canada.

The Late D. Wallace

A death of local interest occurred at his home near Kimberley, in the person of Donald Wallace, on Sunday morning, June 1st. For some months he has been in delicate health, and though his death was not altogether unexpected, his passing came as a shock to his family and friends. He contracted pneumonia the Friday previous and on Sunday his demise occurred.

Mr. Wallace was born near Toronto 78 years ago. When three years of age, he came with his parents, the late Mr. and Mrs. James Wallace, pioneer settlers of the township, and settled on a farm near Heathcote. Here he resided until 44 years ago, when he moved to the present farm near Kimberley.

Deceased was a highly respected citizen, of a kindly disposition, possessed sterling qualities, and was a staunch member of the Methodist church for over 50 years. He was recording steward for a number of years, and his active church interest continued as long as health permitted. Mr. Wallace was well read and conversant with the day's topics. For many years he acted as a trustee for Kimberley school, and also filled the position of County Constable.

He was a good father and always concerned for the welfare of his family. On Jan. 10, 1877, he was wedded to Sarah Ann Fawcett, the couple celebrating their Golden Wedding three years ago. To this union were born five sons and five daughters, the eldest son, James, dying 27 years ago.

Surviving sons and daughters are: Messrs. A. S. Wallace, Orangeville; T. H. Wallace, Vancouver; S. H. Wallace of Collingwood, Gerald on the home farm near Kimberley, Mrs. A. A. McCallan of Barrie, Mrs. Oscar Maxwell of Kincaid, Sask.; two sisters, Mrs. Wm. Clarke of Kimberley and Mrs. Holley of Grand Forks, also one brother in Swarhmore, Sask.

The funeral, Tuesday, was largely attended, and the body was laid to rest in the family plot in Union Cemetery, Thornbury. Rev. Stotesbury, assisted by a former pastor, Rev. Wilkinson, and Mr. S. McAuslan of Heathcote, conducted the services.

Among the floral tributes were: a wreath from Kimberley Ladies' Aid, and from the Women's Institute; sprays from the Public School, Mrs. T. J. Wallace and family, Mr. and Mrs. MacPherson, Mr. and Mrs. Wm. Parks; a "pillow" from the family, a wreath from the grandchildren, the Collingwood Shipyard and the staff of the Shipyard of which Mr. S. H. Wallace is associated. Mrs. Wallace and family have the sincere sympathy of their many friends.

A Grey County truck driver was haled before Magistrate Falconer by Chief McNeil a few days ago and fined $20 and costs for cruelty to animals. The cruelty took the form of overloading hogs in a truck. The offender, who was on his way to the Toronto market, had 25 large hogs packed away in a standard size truck.—Orangeville Banner.

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1 Have your car in perfect mechanical condition—particularly BRAKES, STEERING GEAR and HEADLIGHTS.

2 GIVE YOUR UNDIVIDED ATTENTION TO YOUR DRIVING. In passing traffic, be sure there is a place for you in the traffic line ahead.

3 Never attempt to pass on curves or steep grades.

4 In entering main streets or highways, or in approaching a railway crossing where a full view of the track is obscured—STOP and LOOK.

5 When other vehicles try to pass you—LET THEM PASS.

6 When making a right turn, keep to the right of the highway; when making a left turn, keep to the centre.

7 Always SIGNAL before you slow down, stop, or change your course, and never BACK UP before ascertaining that the road behind is clear.

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Highway Safety Committee

The HON. GEO. S. HENRY, Chairman

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