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This Porch Floor Paint is a product of The Low Brothers Company, Toronto, manufacturers of the well known quality products, "Liquid Standard" Liquid Paint and Mellotone Flat Wall Paints.

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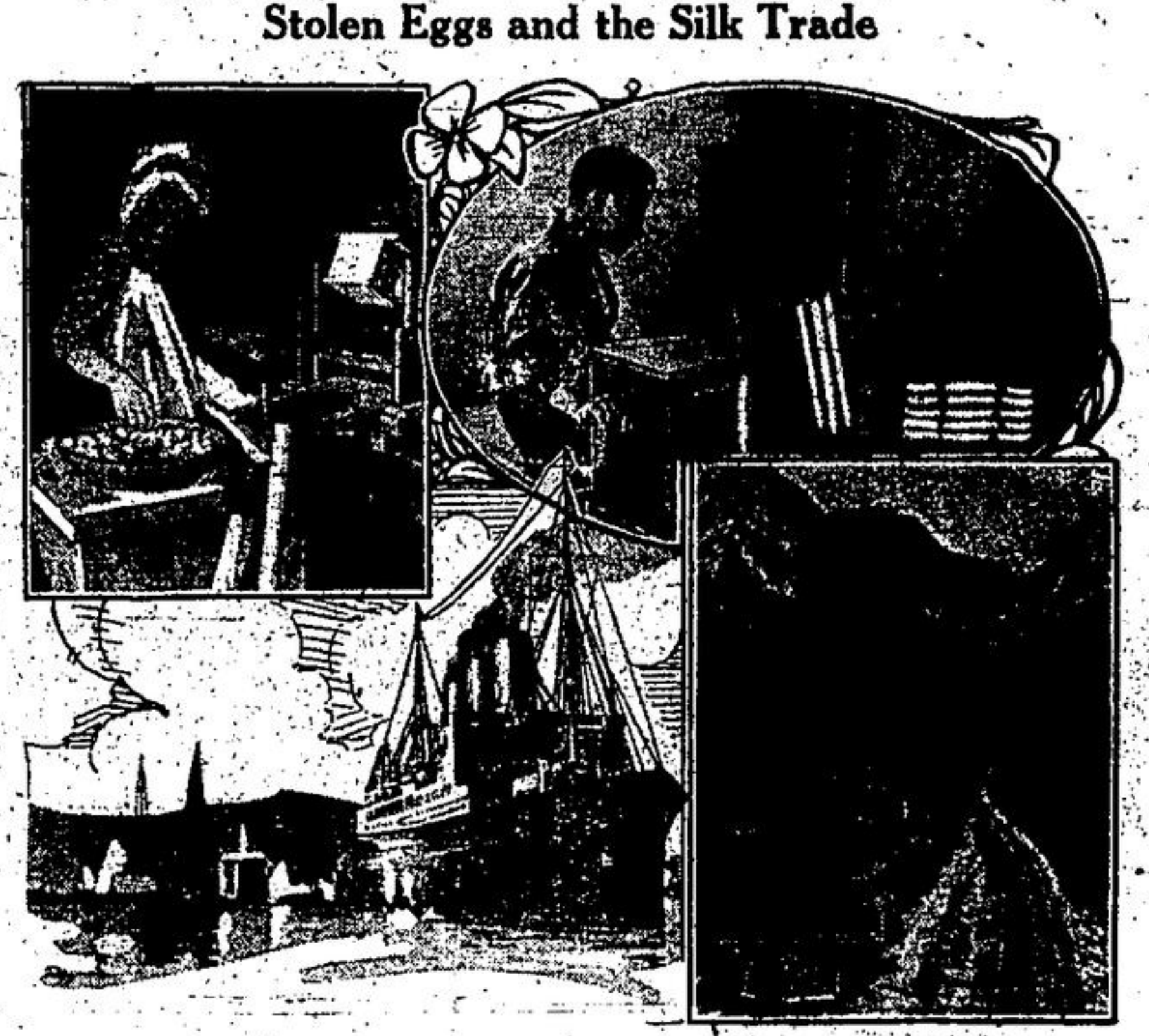
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Stolen Eggs and the Silk Trade

Above—Hasting silk in the Flower Kingdom. Below—An Empress liner leading silk at Yokohama and a Canadian Pacific silk service passing through the Pacific.

Production of silk dates far into antiquity, and for ages the manner of its production was kept secret. Up to the sixth century A.D. all raw silk was imported into Europe from China, but the Byzantine Emperor Justinian induced two monks to travel into China to procure silk worm eggs and though the export of them was punishable by death, these monks succeeded in bringing back a quantity concealed in the hollows of their pilgrim staves.

From Byzantium, silk cultivation spread into Greece and Syria, thence into Spain, and thence successively into Sicily, Naples, Northern Italy and France, being established in Italy in the sixteenth century.

Various determined attempts have been made, principally between the years 1622 and 1820 to establish the silk industry in America, resulting at one time in a not inconsiderable production, but the excessive cost of the labor involved in the rearing of the worms and in the reeling of the raw silk from the cocoons as compared with the trifling cost of such labor in Europe and Asia, has rendered it impossible to produce raw silk at commercial prices on this continent.

Most of the silk imported to America comes from Japan, Italy and China, where, also, the humidity of the atmosphere contributes no little to the success of the industry in those countries. The greatest importation is from the Flower Kingdom, and this mostly in the raw-silk form, as it is reeled from the cocoons.

Silk is valuable in one constituent of a few hundred hanks, hundreds of thousands of dollars are tied up, and for this reason, that no time may be lost in making up the raw material and placing the finished goods upon the market, the product of the little silk worm is given transportation facilities which few other commodities enjoy. The bales of silks are stored carefully in the vessels which transport them across the Pacific, and in such a manner that they can be speedily and safely discharged upon arrival at the Canadian or American port. No time is lost. Special freight made up of passenger baggage equipment await the arrival of the vessel. If it docks at Vancouver as do the Empress liners of the Canadian Pacific, and once the valuable cargo has been sealed into the cars the train proceeds towards its destination, often making better time than the regular passenger trains.

For the reason that the route is more direct, many silk dealers in New York, where much of the silk is destined, consider their shipments via Canada and during the past few months many interesting time records have been made over Canadian Pacific lines.

On March 22nd, the "Empress of Asia" sailed from Yokohama carrying the largest consignment of silk to be forwarded from the Orient for some time. The silk was specially stored for prompt discharge on arrival at Vancouver, and from the time the steamer docked, until the special train to New York left, there was a lapse of time of only fifteen and one-half minutes per car.

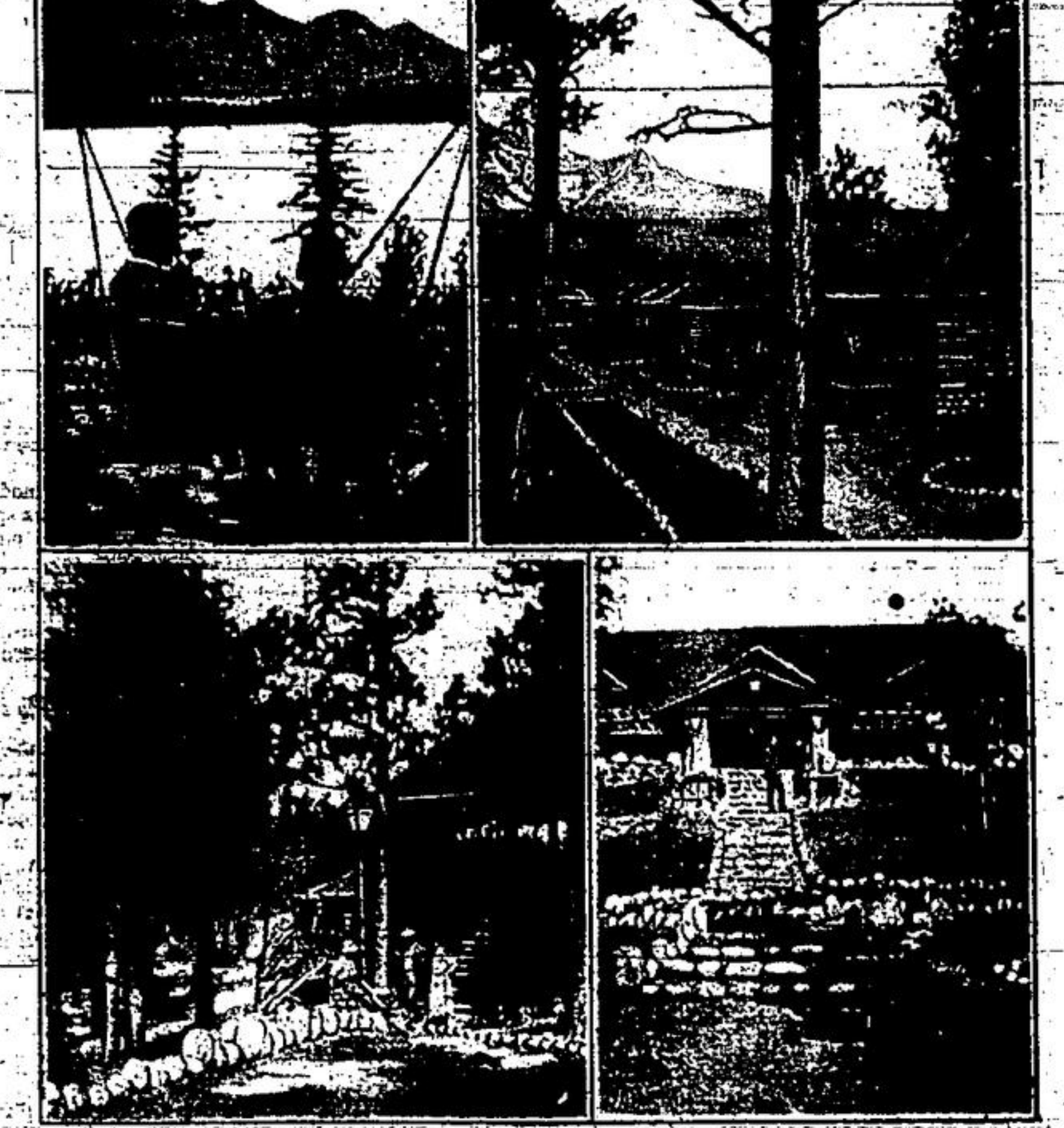
The silk was delivered in New York about midnight April 4th, the through time from Yokohama to New York being 18 days, 3 hours, and 12 minutes, calendar time. This constituted a record run, as far as freight traffic is concerned, but passenger traffic is handled as readily by this company, a 21 day Europe to Orient service via St. John, N.B., or the St. Lawrence route being regularly maintained.

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CANADA'S NATIONAL PLAYGROUND



Canadians are fortunate in their National Parks, in that they have within their borders Alpine scenery which is not equaled anywhere on the continent, and more and more they are realizing that holidays in Canada hold for the lover of outdoor sports all the thrills that could be found anywhere in the world.

Jasper National Park contains many high peaks, eternally snow-capped, and on the sides of the mountains are glaciers which have etched the "tree of ages." Millions of tons of ice, stretching in some instances, almost as far as the eye can see, are the adventuresome climber to new attempts, while in the calm, peaceful valleys, wild game of all kinds live at peace with mankind and the world.

Additional bungalows for the accommodation of guests to be erected at Jasper Park Lodge, the new-cabin hotel of the Canadian National Railway at Jasper National Park, in time for the opening of the 1924 season, it is announced by officials of the Hotel Department, Canadian National Railway. During last season the popularity of Jasper National Park was so great that the capacity of Jasper Park Lodge was taxed, and the additional bungalows being provided this year will take care of many more guests.

Four 4-room bungalows, each room with bath, and two 12-room bungalows, each room also having private bath, are being erected. In addition, a double-deck boat-house, with the upper floor for conventions, etc., is being constructed, and an octagonal curio building is being built near the main Lodge. Four new buildings are being erected to serve as baggage quarters, the kitchen and being extended and the main lounge is being enlarged to provide for a ladies' reception room and for a men's billiard and card room.

The lodge is one of the finest new resorts on the Continent.

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Just tell us length and width, give price per sq. ft. and say when you will probably need the barn. This will not bind you in any way.

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Here and There

It is estimated that over 50,000 acres were sown with corn in 1923, as compared with only 1,000 acres in 1919. This is a good indication of how rapidly corn culture is increasing in Western Canada in connection with mixed farming operations.

All previous records of Canadian freight transportation were broken when a solid train-load of automobiles reached the Pacific Coast from Windsor, Ont., over Canadian Pacific lines, recently. The distance, 2,982 miles was covered in seven days, or exactly 169 hours and 20 minutes. The train, which consisted of 46 cars, each containing 8 Ford automobiles, was more than a third of a mile long and was handled on a practically passenger schedule.

The splendid record position of the Canadian Pacific Railway is well shown in the annual report for the fiscal year ended December 31st, 1923, which has just been issued. The gross earnings of the Company for the year were \$198,827,689.21, the working expenses \$158,280,079.54, and the net earnings \$39,747,609.67.

A large party of Scottish farmers, ploughmen, farm-workers and their families, is expected to arrive at Montreal in June. The party, which will sail on the Canadian Pacific steamer "Hibernia," will be conducted by the Scottish representative of the Canadian Pacific Department of Colonization and Development.

Alberta has maintained an average yield of spring wheat of 24 1/2 bushels per acre over a period of twenty-six years, according to a chart published by the Department of Agriculture. In addition, winter wheat has averaged over the same period 30 1/2 bushels of oats, 35 7/8 bushels of barley, 26 1/2 bushels of rye, 18 5/8 bushels and flax, 8 7/8 bushels.

A feature of the annual banquet and convention of the officials of the Canadian Pacific Railway, which were held at Quebec on March 15th, was the representation, in the banquet hall, of a full-sized locomotive of the latest type constructed from a tunnel. Built of wood at Angus Shops, Montreal, it was in all respects a duplicate of the real thing, and at the appropriate moment, it emitted steam and smoke, the bell rang and the whistle blew, the whole scene became a moving picture projector.

Indications of a great season in immigration are seen by Canadian Pacific officials in the arrival at St. John, N.B., during the week-end of March 29-30, of 2,441 British passengers, aboard the Company's steamers Montserrat and Metagama. The Montserrat had on board 1,424 of these passengers, which constitutes a record for the season.

Out of a total production of 10,720,100 pounds of creamery butter in 1923, Manitoba exported 3,263,264 pounds, valued at \$1,513,169. Shipments were made to Great Britain, New York, Chicago and Montreal. In addition, about 200,000 pounds of butter fat were shipped to the United States.

In a speech to the higher officers of the Canadian Pacific Railway on the occasion of the recent convention at Quebec, Mr. E. W. Beatty, President, pointed out that 50 per cent of the company's stock is held in Great Britain, 21 per cent in Canada and 20 per cent in the United States. It is, therefore, a corporation absolutely controlled within the British Empire, and he added, that control is being progressively strengthened as the years go on.

Quebec's new goldfield in Broy township, north of the Des-Quins branch of the Canadian Pacific from Mattawa, is to be made accessible by an aeroplane service to be inaugurated by the Laurentide Air Service Limited, on May 15th. Explorers, tourists and supplies will be able to cross the fifty mile gap between the end of steel and the goldfield, which formerly required two days to cover, in less than an hour in the flying boats to be used in the service.

Under the agreement with the Imperial Government under the Empire Settlement Act, Canada, spent \$59,607 in assisted passages for some 2,653 British immigrants in the fiscal year just closed. In the past four years the Dominion Government has spent nearly \$1,500,000 in promoting immigration from Great Britain to Canada.

By arrangements made by Hon. George Healey, Minister of Agriculture, a trial shipment of cows and steers will be made in the near future to Japan for the purpose of testing out the possibilities of a market for Alberta's livestock in that country. It is also the purpose of the department to send with the shipment a qualified investigator who will look into the possibilities of a market for all Albertan farm products.

For the first time in the past two or three years the Saskatchewan Co-operative Creameries Limited is shipping butter in carload lots direct to the cities of the United States. A carload shipment was recently made from Saskatoon to Philadelphia. Two carloads were also shipped to Chicago, where they realized good prices. Each car contained between 25,000 and 30,000 pounds of Saskatchewan butter.

Speaking at Quebec recently, E. W. Beatty, President of the Canadian Pacific Railway, summarized the magnitude of the operations of the Company. It has 15,000 miles of railway in Canada and controls 2,102 miles in the United States. It owns and operates telegraph and express systems, 18 hotels, 18 hangars, 2000 cars and 2000 trucks, and has in commission on the Atlantic and Pacific, Canadian lakes and the British Columbia coast, 21 ships aggregating approximately 450,000 gross tons. Its personnel includes 100,000 men with business conditions from \$5,000 to 100,000 employees in all branches of the service.

What must constitute a record in the rapid handling of an important consignment from the Orient was established recently by the Canadian Pacific Railway when shipping a quantity of silk from Yokohama to New York. The consignment, which was the largest secured from Asia since the recent slump in the silk market, left Yokohama on March 22nd on the Canadian Pacific steamer "Empress of Asia." The shipment was the rapidly transferred to a waiting special that only 15 1/2 minutes per car lapsed between the docking of the ship and the departure of the train, and delivery was made at New York at midnight April 4th, the through time from Yokohama to New York being but 18 days, 3 hours and 12 minutes, calendar time.

—The Private Recreation on Thursday and Friday nights.