

Here and There

Sport conditions are very good in New Brunswick this year. Harold Chadwick operating hunting camps in the province reports that at the end of September catches of speckled trout weighing 18 1/2 lbs. were taken one day while a hunter took out a big game license September 23rd and three days later had his deer and bear.

The world's most northerly police post, also the most remote of any human habitation, is to be constructed next year for the Royal Canadian Mounted Police at the far end of Ellesmere Island. Building materials and two years' supplies will be cached within easy freighting distance of the point where men will be detailed for patrol duty on the lonely shores of Kiel straits.

Appointments recently made through the office of the Comptroller Canadian Pacific Railway headquarters are: W. J. Cherry who becomes Freight Claims Auditor in place of J. H. Steele retired under pension rules, and W. L. Moran appointed Assistant Freight Claims Auditor. Both these gentlemen have been connected with the Freight Claims department for many years past.

Because the prospects for hunting and fishing in northern regions of Quebec are more attractive this autumn than they have been for several seasons, the number of residents of the United States applying to the Quebec association for the protection of fish and game guides and licenses is much greater than it has been for some time, according to the secretary of the association.

A very pleasing incident occurred during the visit to Montreal of Madame Maria Jerrita, world-famous operatic star. Col. George H. Ham, "Grand Young Man" of the Canadian Pacific Railway who had met the singer before, sent his felicitations in the form of a bouquet, and Madame Jerrita replied with a bouquet of roses made of sugar with the hope that his days also would be sugar-coated. She gave a one-night recital in Montreal, leaving for Toronto the following day.

Isaac Gouverneur Ogden, vice-president in charge of finance, Canadian Pacific Railway, attained his 81st birthday October 10. Mr. Ogden is as active as ever although he has spent 54 years in railway work. He joined the C.P.R. as auditor of the western division with headquarters at Winnipeg in 1881 and has been vice-president of the system since 1901. Mr. Ogden was the recipient of flowers and congratulations from his colleagues on the occasion of his birthday.

Carelessness and lack of foresight on the part of some unknown motorist at Belleville, Ont., have led to serious accidents if it had not been so discovered that the wig-wag signal protecting the C.P.R. level crossing on the Kingston Road was out of order. Investigation showed that an automobile had driven out of its course and broken the relay case thereby cutting the electrical contact. A watchman was immediately placed at the signal until necessary repairs had been made.

The Montreal Windsor street station police team are the champions of the Quebec district in the First Aid contests held at the Place Viger hotel in that city under the auspices of the Canadian Pacific Railway. They won the contest against teams from Ottawa and Quebec and are now holders of the Goutelous Challenge Cup, emblematic of the C.P.R. First Aid championship of the province. The championship of the New Brunswick district was won by the McAdam team who competed against Saint John and Woodstock.

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Mortgage Sale of VALUABLE FARM PROPERTY

Under the powers contained in a certain mortgage which will be produced at the time of sale, there will be offered for sale by public auction at the Victoria Hotel, in the Town of Brampton, in the County of Peel, on Saturday, the fourteenth day of November, 1925, at 2 p.m., by Benj. Fitch, Auctioneer, all that valuable farm property composed of the West half of Lot 26, in the Sixth Concession west of Hurontario Street in the Township of Chinguacousy, in the County of Peel, containing 100 acres more or less.

For further particulars and Conditions of Sale apply to the undersigned. DATED the 21st day of October, 1925. GRAHAM, GRAHAM & BOWYER, Brampton, Ont. Solicitors.

SILAGE FERMENTATION

HOW THE SILEO AFFECTS CORN FOR FEED.

A Matter of Temperature and Air—Importance and Effect of Acid Formation—Steer Feeding—Silage and Grain Mixture Balance Food.

Contributed by Ontario Department of Agriculture. The first evidence of change to the silage-cut fodder are a rise in temperature and the production of carbonic acid gas. The heat can be demonstrated by hand and the presence of carbonic acid gas is always to be suspected, since the reasons changed during the old days of stored silage still remain firmly impressed on the minds of many. The oxygen in the mass of cut fodder is quickly used up partly in the process of fermentation. The temperature remains around 100 degrees F., except at the surface or at points where air is admitted, going much higher. The continued presence of air or oxygen will do damage and their removal from the mass prevents the development of molds. Molds are harmful in that they destroy or use up the acids required for the preservation of the silage. Air-tight walls and a well consolidated mass are very essential to the control of fermentation.

How does change in the silage affect the green corn change to yellow, then brown and develops an aromatic odor and sour taste. The sourness is due to the development of lactic acid, the important preservative agent in silage making. Bacteria which cause decay and molds are inhibited by the acid produced in the fermentation. The total amount of acid formed is between one and two per cent of the weight of silage. Other products of the fermentation are alcohol and sugar. The amounts of these are not large, being in the case of alcohol 1 to 4 per cent, and of weight of silage. The amount of sugar which disappears from the corn is almost exactly equivalent to the amount of alcohol and acid formed during fermentation. About one-half the sugar present in the recently ensiled corn is lost as sugar. This is broken up into glucose and then changed to alcohol and acid. These changes take place rapidly and are generally completed in 12 days, giving an excellent preservative medium, that will keep ensilage for years.

Now Fermentation is Produced. The fermentation is brought about by plant enzymes carried by the corn, and yeasts, which may be attached to the corn or drift into the silo as it is being filled. The sugar in the green corn juice is attacked by the enzymes carried by the plant cell and reduced to simpler forms. These simple forms are attacked by yeasts and a small amount of alcohol is formed. Acid-forming bacteria also attack the sugars and bring about the change resulting in the silage being largely acid in character and therefore in a condition to keep.—L. Stevenson, Dept. of Extension, O.A.C., Guelph.

STEER FEEDING. Trial conducted at the Experimental Station for Northwestern Ontario at Ridgeway.

Twenty-three steers, averaging in weight 1,145.6 pounds, were fed for 113 days, making a daily gain of 34 pounds or 219 pounds per steer. The total gain for the twenty-three head was 5,946 pounds made at a cost of 8.16 cents per pound.

These steers were fed in an open shed and yard. Silage and grain were fed in a manger running the full length of the shed and handy to the silo and feed room. The roughage composed of cornstalks and straw was fed in the yard. The grain feeding consisted of a mixture of corn, barley, oats, oil meal, and soy bean meal. The soy bean meal was started in very small amount and gradually increased in the ration to one pound per day. The total grain ration at the commencement of the trial was two pounds per day, this was increased gradually to eight pounds per day near the close of the feeding period.

The steers consumed a total of 46 1/2 tons of silage, ten loads of corn fodder and grain valued at \$232.19 market price. The total cost of silage at \$3.00 per ton and fodder at \$10.00 per load, was \$411.43.

The spread between purchase price and selling price was \$1.25 per hundred pounds live weight.

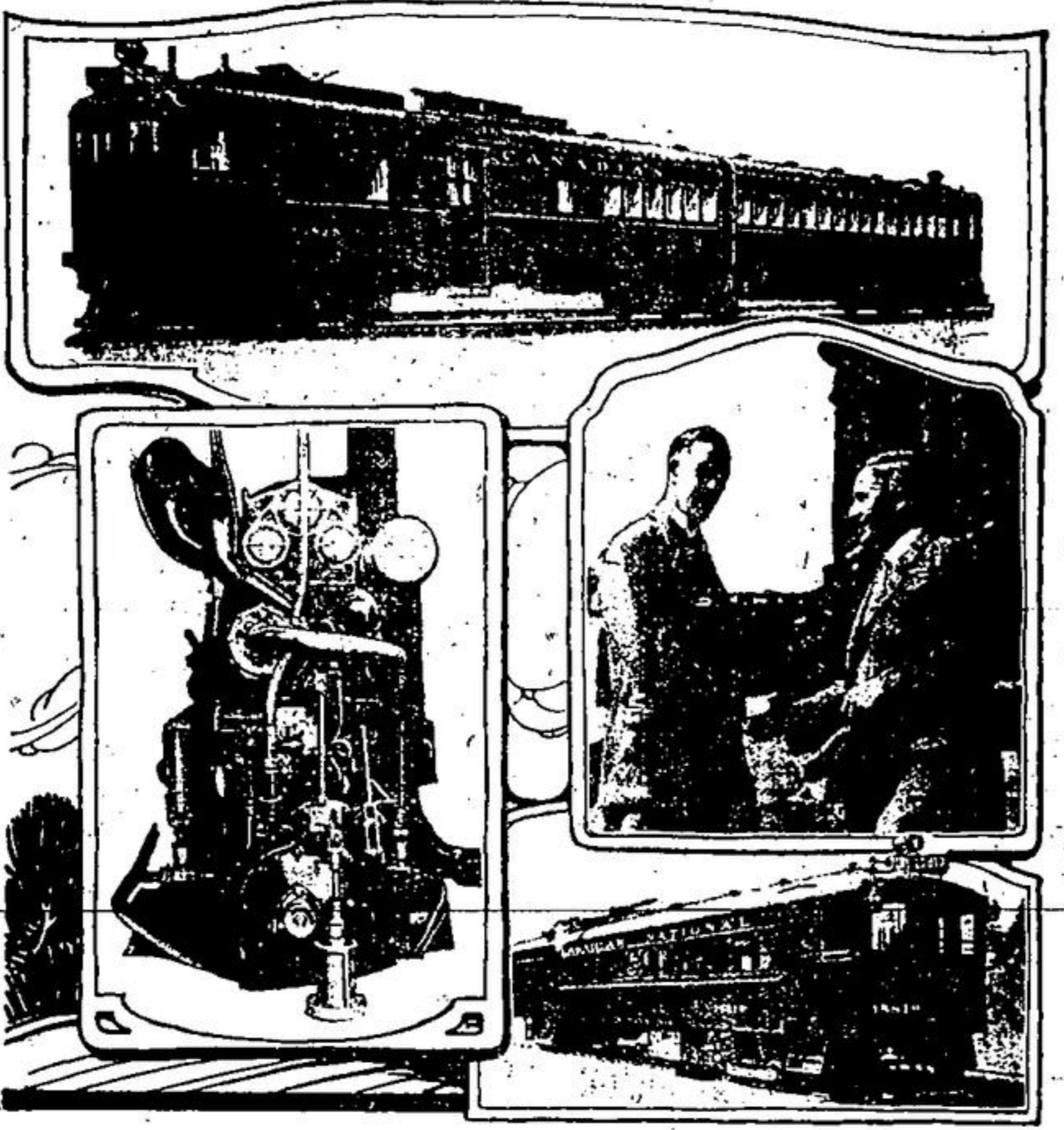
The gain and cost of steers and feed was \$175.39. The measure may also be considered a gain sufficient to cover the cost of labor.—L. Stevenson.

Healing With the Broody Hen. Intensive and thorough experiments dealing with the broody hen problem have proved conclusively that broodiness can, to a very large extent, be bred out of a flock. To achieve this end, the prime essential is never to hatch chicks from eggs laid by the hen that is prone to broodiness. This, naturally, is a method that takes time. One or two years will not eliminate broody hens from a flock, but there will be fewer of them and they will be so persistent in their broodiness.

Says Dr. McCollum, the great specialist on human nutrition: "Milk is the great factor of safety in making good the deficiencies of the grains which form and must continue to form the principal source of energy in our diet. Without the continued use of milk not only for feeding our children but in liberal amounts in our cookery we cannot as a nation maintain the position as a world power to which we have arisen."

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Canadian National Oil Electric Cars.



THE Canadian National Railway have put into service an entirely new type of motive power which may go far towards solving two of the most serious problems steam roads are facing namely, high fuel costs and the competition of motor bus and lorry on the public highways. The oil electric car is the name given to this new method of locomotion and its creation is due to the mechanical officers of the National Railway who conceived the idea and carried it through. Relatively speaking, the principle behind the power which drives the car, is simple. In one end of the car is located a light fuel oil engine operating on the Diesel principle and this engine drives an electric generator which provides the energy to move the car. The engine is started by a small electric motor which is stored from batteries and these batteries are, in turn, recharged by the generator when it begins to function, so that the cycle of performance is a close approach to perpetual motion.

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Here and There

The last fiscal year 3,843 bushels of wheat were planted in the Province, representing an increase over 61,838 acres. In the same year, 710 soldier grants of 12,500 acres, make up a grand total of 74,338 acres so settled.

In 1915 Canada exported no wheat to China. In 1918 the exports amounted to 10,000 bushels. In 1924 China imported over 5,000,000 bushels of Canadian wheat and over 1,500,000 bushels of flour, while Japan took 7,000,000 bushels of wheat and 110,000 barrels of flour. It is predicted these figures will be well beaten for the current year.

The Grand Challenge Cup, emblematic of the First Aid Championship of the entire system of the Canadian Pacific Railway, will be competed for at the Place Viger Hotel, Montreal, November 15. The challenge is a knock-out competition among Eastern and Western teams respectively, will fight it out for the trophy.

Plans are already being laid to make the 1925 Eastern International football league an even greater success than in any previous year, and it is reported that the prize money will be considerably increased next winter, with the object of attracting more teams and onlookers from the West and the United States.

Fire Prevention Week, October 4-10, was observed throughout the Dominion, and to mark the sense of the importance of the occasion Mr. Grant Hall, vice-president of the Canadian Pacific Railway, broadcast an appeal by wire to every officer and employee of the system to co-operate as in the past and set a good example by thoroughly cleaning up all premises.

Canada's great outlook, says a recent issue of the London Outlook, is that she will have more people, but of the right type, namely steady agricultural workers with enterprise, initiative and endurance. Enthusiastic letters from emigrants under the joint scheme of settling 3,000 families in Canada are bound to have their healthy effect on relatives and friends dissatisfied with their lot in England.

E. F. L. Sturdee, general Passenger Agent for the Orient of the C.P.R., with headquarters at Hong Kong, has been appointed Assistant General Passenger Agent of the system at Montreal. His duties commenced here in October. He was relieved of his other work owing to ill-health, but the climate of Canada soon restored him to physical well-being. He has a long record of service with the C.P.R., dating back to his first appointment at Saint John in 1894.

Sixty bushels of wheat at every tick of the clock is the rate at which the Canadian Pacific Railway have carried the grain into the elevators this season. To keep up this unprecedented rush, it has been necessary to move one car-load of grain out of Winnipeg at every one minute and twenty-three seconds of the twenty-four hour day. Grain delivered at the head of the lakes by the Canadian Pacific in September alone would fill a fleet of 200 ships, each with a cargo of 200,000 bushels.

Back from an extended tour of inspection over the company's western lines, E. W. Beatty, chairman and president of the Canadian Pacific Railway, found a very marked improvement in the West, as compared with that which had existed when he last went across the country. He thought the spirit of the people was much more optimistic and with very good reason since he considered it safe to say that 380,000,000 bushels was not too high an estimate for the total Canadian wheat yield this year. He noticed throughout the country a sustained interest in immigration and a more general realization that therein lay the soundest remedy for most of Canada's difficulties.

TYPHOID IS PREVENTABLE

This is a fact that should be given the widest possible publicity. Typhoid fever is responsible for thousands of preventable deaths every year. It is one of the most easily controllable of the many forms of deadly epidemics. When water supplies are found to be contaminated, they can be cheaply and effectively sterilized by a simple process of chlorination. There is absolutely no excuse for the public of any city or town with a public water supply continuing to be exposed to typhoid infection.

Water supplies should be periodically examined, at frequent intervals, and bulletins published for the information of the public. The public health department, on the discovery of any infective germs in the water supply, should take immediate steps to remedy the same and meanwhile effect-ively notify the public, through the press and by placards, of the necessity of thoroughly boiling all water used for drinking and brushing of teeth. The only way typhoid gets into the system is through the mouth. With boiled water, pasteurized milk, and freshly, cleanly cooked food, entire immunity may be ensured. Children should all be warned of the danger of drinking water that has not been freshly boiled. Parents cannot be too careful to impress the risk they run by neglecting the simple precaution. Teachers should warn the children at school, unless the school supply of water has been boiled or chlorinated. Every precaution should be taken to prevent the spread of so serious and dangerous a disease.

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