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**News and Information
for the Busy Farmer**

**HUMUS IMPORTANT
TO TOBACCO SOILS**

Must Add Organic Matter to Build Up Soils

STOP SOIL-ROBBERING

(Experimental Farms Note)

The importance of humus in the soil cannot be over-emphasized. In most cases its supply determines very largely the productivity of the soil. Soils lacking in humus invariably are found to be in a poor state of tilth, more subject to drought effects, and as a rule do not produce as good quality crops as soils which are well supplied with organic matter.

The term "humus" should not be confused with that of organic matter. Humus includes only that part of the organic matter which has passed the most active stage of decomposition in having lost its physical structure and which, as a rule, has become thoroughly incorporated with the soil mass. Generally speaking, it is the activity in the decay of organic matter to form humus and not the organic matter itself which plays the important role in soil fertility and productivity. The part, therefore, that humus plays might be considered both direct and indirect. During the process of the decaying of organic matter the soil is teeming with life because millions of tiny organisms are at work, most of which are beneficial in assisting to render plant food nutrients available.

Organic matter in the form of humus increases the power of soil to take up moisture and retain water and soluble materials in water. Soils with a generous supply of decomposed matter are more resistant to extended periods of drought. Humus greatly improves the mechanical conditions of soils, rendering sticky soils more crumb-like, easier to work, and enables them to receive, distribute, and hold water more effectively. At the same time, the soil receives better aeration. Most of the soil's nitrogen comes from organic material, the nitrogen being held in reserve in a slowly available form which is subsequently converted into another form of nitrogen more quickly available to the plant. Mineral elements are also rendered more readily available in soils with a satisfactory humus supply.

How to increase the humus content of tobacco soils, and at the same time maintain a fertility level which will not affect the maturity and general leaf qualities of tobacco, is a problem which has required some consideration. The humus content of many of the lighter tobacco soils is naturally low and unless some organic matter is added regularly the productivity of these soils will eventually reach a point where crop yields will be seriously affected.

Experiments conducted over a period of years at the Dominion Experimental Station, Harrow, and the projects in progress at the Experimental Substation, Delhi, show that under proper soil management humus can be maintained to the advantage of the tobacco crop. Soil building must replace soil robbing, and this can only be brought about by better-balanced crop rotations, green manuring, and some live stock on the farm to keep up the supply of stable manure. These sources of supply for the formation of humus in the soil are possible on every farm and cannot be overrated.

During the summer several of the federal cabinet ministers have been in Europe. In order to keep in touch with actual conditions in other countries it is necessary for ministers of the government to do considerable travelling. Probably the most interesting trip of those overseas this year will be that of Hon. W. D. Euler, Minister of Trade and Commerce whose itinerary included both Germany and Russia. It has also been announced that Rt. Hon. Mr. Bennett plans to leave shortly on a trip around the world in which he will visit the British Dominions of Australia, New Zealand and South Africa arriving in England in time for Christmas and to be back in Ottawa before the opening of the next session. If he was still in office it would be impossible for him to make such a tour so it would appear that defeats have their merits too.

A glimpse into the future of aviation will be afforded visitors to the Canadian National Exhibition. Imperial Airways of Great Britain have sent to Canada an amazing display of scale model land and sea planes and amphibians.

**New Stop Lights
Yonge and Eagle Sts**

Motorists and street-car riders who become annoyed at encountering a red light when there is no cross-street traffic in sight and who feel that this is an unnecessary waste of time, will shortly have this source of annoyance removed by a new robot system which, according to tests, reduces accidents, facilitates traffic flow, and lessens the municipal cost of traffic control.

This new traffic-actuated control system has been adopted by the Department of Highways of Ontario and its use will be standardized throughout the province at heavy traffic intersections as an important step in the Department's new highway safety program.

The first installation has just gone into operation at Niagara Falls, Ontario, at the Bridge and Victoria intersection, believed to be one of the most dangerous in Canada in that this presents a network of railway and street car tracks as well as two intersecting highways that are thoroughfares for a heavy flow of tourist motor traffic to and from Canada and the United States.

"Whereas the present signal light changes are on a fixed time schedule, the robot system adopted by the Department of Highways of Ontario has the signal lights actuated by the passage of the vehicles themselves," said A. V. Armstrong of the Northern Electric Company, who is supervising the installations throughout Ontario. "Traffic detectors are placed well back from the signal-equipped intersection, the passage of the vehicle establishing a contact with the control mechanism, this assigning the right of way by means of the standard traffic signals — green, amber and red. The safety and time-saving factors are particularly noticeable where there is a marked irregularity in the volume of traffic. The traffic-actuated signals also take advantage of breaks in the traffic flow, thus permitting cross traffic to use the intersection without irritating delay."

This robot system is also being installed near Stoney Creek, Ontario, where the No. 8 and No. 20 provincial highways cross; and at Yonge and Eagle Streets, near Newmarket, another heavily-used traffic artery leading from Toronto to Muskoka and other northern vacation areas. Test installations are also being made at Ottawa and Winnipeg. The system is in effect at 50 intersections in Montreal where, a survey shows, the number of collision accidents at these points has been reduced 59 per cent.

The principal feature is that cars approaching a red light are given the right of way immediately unless traffic on the other thoroughfare is using the intersection. Waiting cars are given the right of way and proceed at the first break in the opposing traffic. The right of way reverts at the first opportunity to the thoroughfare on which the continuous traffic was interrupted and the timing of the signal periods is automatically adjusted by the vehicles themselves. In this manner, the irritation of unnecessary delay is removed since there is no time in which the intersection is not in use if there is traffic present.

**BY-PRODUCTS OF HOGS GIVE
BIG INCOME**

In modern days very little of the hog is wasted. In Canada alone, by-products of the hog that were previously considered and treated as waste now represent millions of dollars of additional income to the livestock industry. The by-products of the hog include skins, from which are manufactured brushes, pig-skin, hair, curled hair, upholstery, plaster retardant, felting, glue, sausage, gelatin, gloves, belts, straps, pocket books and shoe counters.

From the fats are manufactured lard, oleomargarine, benzoinated lard, salves, cosmetics, cracklings, poultry and animal feeds, fertilizer, tankage, grease, lard oil, stearine, stearic acid, grease, oil, lubricants, machine oil, candles, gelatin, glycerin, red oil, wool finishers, fatty acid, tar for roofing and paving purposes, metal polish and soap. Among the many other miscellaneous by-products are pharmaceutical preparations such as pepsin, medicinal tablets, suprarenalin, and insulin. These, and many other by-products of the hog, are in addition to its capacity as a food provided in the shape of ham, bacon, pork, tongue, heart, liver, kidney, chitterlings, and manufactured fancy meats and meat specialties.

Nature holds us down. When popularity lifts a man too high, he always gets the swell-head and loses it.

Most crusades are like kicking the cat. They don't get anywhere but they relieve the feelings.

HEALTH

by *Dr. J. H. H. H.*

A HEALTH SERVICE OF
THE CANADIAN MEDICAL
ASSOCIATION AND LIFE
INSURANCE COMPANIES
IN CANADA

EXERCISE IN MIDDLE LIFE

Are you as good a man as you were twenty years ago? Can you swim to the yellow boathouse and back? Can you still show the son and heir how to win a canoe race? Can you "make" that street car?

We won't argue with you. Perhaps you can; perhaps you cannot. But we shall carefully avoid encouraging you in any way to prove that you can do it, for, as a writer recently remarked, "One of the greatest besetting sins of the man of forty is vanity."

If you are leading an active physical life with lots of muscular activity and strain, you are probably able to stand ordinary athletic activities, but such a person seldom deliberately seeks exercise. The man who needs to supervise his athletic activities is the man of sedentary occupation who tries to crowd into one or two hectic hours all of the exercise which should be spread out over the entire week.

Active singles competition, such as in tennis, badminton or squash, are really too strenuous for the office worker over forty unless he is taking exercise regularly every day or is willing to play very slowly indeed.

To rush through a day's work by two-thirty, bolt a late lunch and then drive at breakneck speed through traffic to keep a golfing engagement does one far more harm than is offset by playing over the fairway for three hours. One has almost reached the nineteenth hole before the nervous system will have relaxed.

We take a fishing trip to harden up those soft flabby muscles, but that cannot be done in a day, nor can we expect to carry a ninety-pound canoe over a rough portage without subjecting ourselves to a strain that may leave its mark long after the trip has been forgotten.

Better by far is it to take our exercise steadily rather than in intermittent overdosage. Take some exercise every day if possible; if that cannot be done, at least every other day. Out-door exercise is best. Walking is one of the best forms—even on city streets. Golf, riding, fishing, bowling, swimming are to be recommended. Gardening, with its stooping and bending and mental concentration, makes excellent exercise.

While not as desirable at out-door exercise, indoor recreation may be necessary and it serves exceedingly well. A daily swim in a tank, a workout in the gymnasium, a period on the home rowing machine or a pleasant dance help to keep one fit. Above all think twice before accepting a challenge!

Questions concerning health, addressed to the Canadian Medical Association, 184 College St., Toronto, will be answered personally by letter.

A press despatch last week from Holland suggested that Queen Wilhelmina of Holland might abdicate in favour of her daughter Juliana, Princess of Orange and Nassau. This was later denied. It is interesting to note however that this Queen whose name appears so little in world news is the oldest reigning monarch in Europe having succeeded to the throne of Holland on the decease of her father William 3rd in 1890. She was then 10 years of age. In 1901 she was married to Duke Henry of Mecklenburg-Schwerin and her daughter Juliana was born in 1909.

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FAMOUS DUNCES IN HISTORY

Who, Notwithstanding, Made a Mark in the World

Isaac Newton gravitated in his schooldays always toward the bottom of his class.

Dr. Chalmers, the great missionary, was expelled from the parish school of Anstruther as "a dunce for whom there was no hope."

Adam Clark, the Bible commentator, was pronounced by his father "a grievous dunce."

Henry Ward Beecher, we learn from his biography, was "a dull boy." As a lad Henry invariably broke down when it came to his turn to recite the catechism!

Sir Walter Scott, while at Edinburgh University, gave little evidence of that genius which was to make him famous. "Dunce he is, and dunce he will remain," said Professor Dalzell, of this lad—who eventually became the most distinguished of his students!

The above interesting list, of course, does not mean that we set a premium on inability to pass in studies, but it should, at least, bring some little encouragement to those who are always at the foot of the class, to renew their efforts towards success; if not in one particular field, then in another.

Sir Malcolm Campbell's "Bluebird", the mammoth racing car that attained a speed of slightly more than 304 miles per hour on the salt flats of Utah, will be seen in the Automotive Building at the Canadian National Exhibition.



**Let Courtesy on
Land
Equal Courtesy on
Water**

A FRIEND OF MINE told me that in his twenty-five years of active sailing, canoeing and power-boating in a large boat club of over a thousand members, no man had ever been lost or even seriously injured. I asked him for the explanation and he replied that it was "because of the great courtesy that exists on the water between one sailor and another—a courtesy and comradeship that makes boating so highly enjoyable". "Sailors and their ships," he said, "are one big happy family and one grand fleet."

And I thought what a truly great and life-saving achievement it would be if we could inspire motorists to think of, and act towards, each other in the same kindly and considerate way as sailors do!

- If, instead of embarrassing each other by selfish and inconsiderate driving, motorists would "try courtesy".
- If, instead of regarding and treating the other fellow as an enemy warrior in a tank, the motorist would regard him as a friend and "try courtesy".
- If, instead of heckling each other by horn-blowing, "weaving" and failing to dip or dim headlights when meeting, they would show more consideration for each other.

I ask you to join with me in accomplishing one of the great tasks of my department—that of making "courtesy" the new spirit of the road.

Practise and preach the golden rule of the road—"Show to others the same courtesy that you would like to have shown to you".

You know and I know that it will pay handsomely by preventing broken bones, wrecked property and broken hearts.

Sincerely yours,

B. J. Weston

MINISTER OF
HIGHWAYS
PROVINCE OF
ONTARIO

**TRY
COURTESY**

Be a leader for
better driving