

Tossing George Young's Hat into the Ring
Col. J. Allan Ross, Toronto (right), representing William Wrigley, Jr., of Chicago, officially handing over George Young's entry for the Canadian National Exhibition's \$50,000 swim. Elwood Hughes, Sports Director, is shown on the left, accepting the entry on behalf of the Canadian National Exhibition.

Confederation and After— Sixty Years of Progress

SCIENTIFIC FARMING

The personnel of the Central Experimental Farms at Ottawa includes fourteen experts, and the list of their various fields of work includes Chemistry, Field Husbandry, Animal Husbandry, Horticulture, Cereals, Botany, Agriculture, Bacteriology, Apiculture, Agrozoology, Poultry Husbandry, Tobacco Growing, Economic Fibre Production, Illustration work, and lastly, Extension and Publicity. There are Branch Farms and Stations in each province and also in Yukon Territory and in the North West Territories. Be it noted that, in Prince Edward Island, there is an Experimental Fox Farm.

Some three or four years ago Dr. J. H. Grisdale, of the Department of Agriculture, read a paper before the Conference in Scientific and Industrial research, which was a sort of summary of the activities of his department. Speaking of Field Husbandry, he pointed out that they are carrying on experiments in rotations for the purpose of discovering the most satisfactory sequence of crops. On their farms they had between fifty and sixty different crop rotations under experiment; on the same farms they were conducting cultural experiments with a view to determining the best methods of cultivating the soil combined with the most economical production. Merely as an example of what he means, he quoted the fact that at one farm they had about twenty acres laid off into plots of one-fourth of an acre each.

Fertility experiments are also carried on, the object being to learn on a field scale what applications of manure or fertilizers give the most profitable results. Then there are ensilage experiments to find out what crops can be most successfully used for ensilage in various parts of Canada. The matter of drainage offers one of the most difficult problems connected with agriculture, and investigations are being carried on from one end of the Dominion to the other. The irrigable areas are comparatively limited, but they are all of very great importance indeed, including, as they do, some of the most fertile districts of the country. There are also land clearing experiments, especially desirable since the opening of the transcontinental line from Quebec to Winnipeg has added a vast area to our available agricultural land.

A few of the activities engaged in by the cereal division are as follows: Production of superior varieties of cereals, wheat, oats, barley, etc.; test of all varieties of cereals; isolation of superior varieties by selection; milling and baking tests; cooking tests of peas, beans and cereals; studies in yeasts and fermentation; inventing and adapting new machinery for any work connected with the division.

Under the heading of Health, the Health of Animals Branch and the Experimental Farms Branch are co-operating with a view to studying the best methods of eradicating tuberculosis and preventing or controlling contagious abortion, etc. Under Housing, a study is being made of matters affecting ventilation, economy of handling, the general comfort of the animals and of the men looking after them. Under Botany is included forest pathology (e.g. investigating the blister rust of white pine); investigations into rust of cereals and smut diseases of grain. But a mere glance at the shelves of the Library of the Department of Agriculture will give some idea of the magnitude and variety of work being carried on in connection with scientific farming.

BRITISH COLUMBIA AND CONFEDERATION

After the union of British Columbia and Vancouver Island in 1866, some of the restless spirits there

visioned a wider union as the result of Confederation, which would include their Province and the Middle West, then Hudson's Bay Company territory. Sir John Macdonald, too, was anxious that Confederation should thus be rounded out. There were several obstacles—the dilatoriness of the Hudson's Bay Company in negotiating for the sale of its territory in Rupert's Land to the Dominion, the indifference, and to some extent the opposition, of Governor Seymour and the active opposition of the old officials of British Columbia. Sir John Macdonald urged the Imperial authorities to replace Governor Seymour by Anthony Musgrave, Governor of Newfoundland, who was heart and soul with the movement. The difficulty was unexpectedly removed by the death of Seymour, and Musgrave was appointed in his stead. In the meantime the proponents of union at both mainland and Island had been active. It was a matter of diplomatically arranged details, in which Governor Musgrave was an adept.

At this time British Columbia was in a situation of almost complete isolation. After the decline of placer mining business became stagnant. There was only a limited export market for lumber. There was practically no fishing industry, and agriculture was in its merest infancy. British Columbia desired communication with eastern Canada by railway in order to find a market for its natural resources and to enable it to expand in population and industry.

When terms had been discussed in the Legislative Assembly, three men—the Honorable Joseph Trutch, the Honorable J. S. Helmcken, and the Honorable W. W. Carr—all were sent as representatives to the Federal Government at Ottawa. The crux of the proposal was a railway, but the delegates did not expect a railway right away. They thought of a wagon road to the Great Lakes to be followed by a railway as soon as possible. They were, however, met more than half way by a full-fledged railway to be completed within ten years. This was acceptable and the rest of the details, with a few minor alterations, were speedily agreed upon. The railway, a private enterprise, was to be assisted mainly by a huge grant of land. This grant, in addition to a small cash subsidy per mile, failed to attract the necessary capital. The opposition to the scheme was very great, and the Pacific Scandal, which followed shortly, brought about the defeat of the Government. The Mackenzie Government did not believe that the terms could be fulfilled literally and proceeded with the railway as a government enterprise, by degrees as finances permitted, taking advantage of the "water stretches". This resulted in strained relations between British Columbia and the Dominion. Upon the return of Sir John Macdonald to power a new policy was adopted and in 1880 a syndicate was formed in England to build the line, which was completed in five years.

In 1881, a number of outstanding matters between the two governments were settled by what is known as the Settlement Act, acceptable at the time, but which British Columbia now claims was not a just settlement. However, the building of the C.P.R. and its subsequent highly successful operation was not only a godsend to British Columbia but had perhaps the most important and far-reaching influence on the economic destinies of Canada of anything in its whole history.

But He Was No Better
Ezra Meeker went to the doctor for some medical advice. The doctor said to him: "You ought to take off flesh. Get a car and get out more."
"And so I got a car and got out more," said Ezra. "I got out six times in one block and took off flesh in four different places. The last time I got out through the windshield. That was the time I took off the most flesh."

Read the Classified Ads. on Page 7.

AMONG THE BACHELORS

The Prince of Wales, at thirty-three is described as the world's most eligible bachelor. He has created a record as a worldwide traveller, and is apparently going to create another record in the Royal family as bachelor Prince. This would seem to be a time for bachelor records in Canada, too. The Prime Minister, Mr. Mackenzie King continues to follow the unrepentant path of bachelorhood. The outstanding figure on the Opposition side, Mr. R. B. Bennett, is equally unrepentant. It cannot be because of inability to afford matrimony that the Conservative chieftain from Western Canada remains impenetrable to the arrows of Dan Cupid. The leader of the United Farmers in the House of Commons, Mr. Robert Gardiner, has likewise side-stepped life's interesting experiment of yoking up in double harness. By

Fashion Fancies

A New Version of Printed Crepe Makes Afternoon Dress



7-22.

The vogue of snake has spread to the printed silks. The dress above shows a new version of the reptilian design.

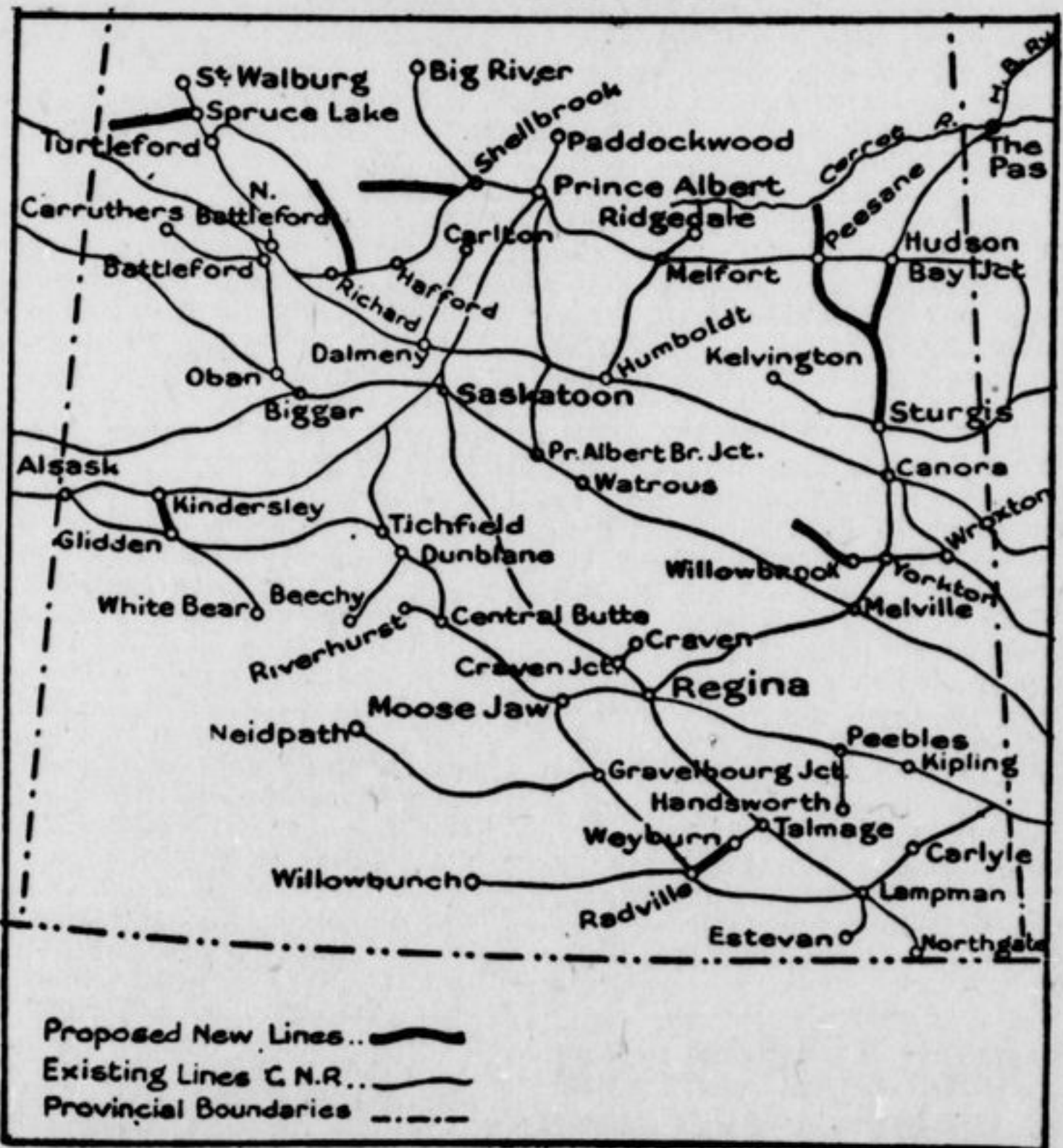
It is simply made with plicated squares of the silk crepe in a double row on the skirt and the beked yoke is hemstitched and diamond pointed. The sleeves are long and tight, and the neck a V in front and in back. A drooping flower a drooping flower is a graceful addition to the shoulder of this afternoon dress.

the same token, so has the President of the Canadian Pacific Railway, Mr. E. W. Beatty.

In some countries there would be a feminist uprising against such presumptuous independence on the part of eligible bachelors. But the Canadian girls have so much choice.

Hi—Say, where've you been?
Lo—to a wedding.
"Any good?"
"Rotten."
"Who got married?"
"I did."

PROPOSED C. N. R. BRANCH LINES FOR SASKATCHEWAN



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CUSTOM CHOPPING EVERY DAY

and have put in a full line of FLOUR AND FEED

which we are offering at the following prices:

- Maple Leaf Flour, bag, \$4.75
- Royal Household Flour, per bag, 4.75
- Majestic Flour, per bag, 4.35
- O Canada Flour, per bag, 4.35
- King Edward Flour, bag, 4.15
- Pasty Flour, 24 lb. bag, 1.00
- Pure Cod Liver Poultry Oil, per gallon, (bulk) 1.40
- Prairie Pride Flour, bag \$ 4.35
- Feed Flour, per bag 2.25
- Crimped Oats, per ton 43.00
- Chopped Oats, per ton 43.00
- Strong Mixed Chop, ton 40.00
- Screenings, per ton 30.00

Gunn's Big 60 Beef Scrap and Poultry Foods
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It is in a class by itself. Ask for it.

In Other Communities Taken From Our Exchanges About People of Your Acquaintance

Walkerton Traffic Census

During the week of July 12th, Jack Burke and Art. McCartney, Jr. took a census of the vehicular traffic on the Walkerton—Hanover highway and the Walkerton—Chesley road, with the junction of these 2 roads 1 1/4 miles east of Walkerton as the march-past point for this purpose. They found that about 5,000 vehicles of all descriptions had passed during the week, including 1500 that went by on July 12th. This was an increase of between 150 and 175 a day over the census of last year, the principal advance being in tourists' cars and commercial trucks. Three-quarters of all vehicles took the Walkerton—Hanover highway, leaving the Chesley route to take care of the other quarter. We understand the minister of Highways contemplates taking over and designating either the road running through Hanover, Walkerton, and Paisley to Southampton, or the Blue Water route from Sarnia through to Collingwood as a provincial highway, and in order to ascertain over which route is the greatest traffic has had men taking a census at different points along both roads.—Walkerton Herald Times.

foreign cars, 116; trucks, 929; horse drawn vehicles, 493; total 5,344.—Economist.

A Tip to Farmers

His Honor Judge Owens has given judgment in the suit of Harold Buckley, of Southampton, against Dan McEwing, of Saugeen, which was aired in the Division Court at Post Elgin on May 19th last, and which was an action for damages to plaintiff's car as a result of it being ditched by defendant's horses which were running at large on the highway during the early morning hours of August 18th last. The total damages amounted to \$136.10, and the Judge has ruled that one-third (\$45.37) be borne by the plaintiff, whom he found slightly negligent in driving and that judgment be given plaintiff for \$90.73 with costs.—Paisley Advocate.

Change or Exchange

Customer—Can I change these pants at this counter?
Clerk—Well, I'll tell you, mister, we have quite a few women customers so maybe you'd better go to the dressing room in the rear.

Shelburne Highway Census

An official census of the traffic on Provincial Highway No. 10 and the County Provincial Highway Shelburne to Collingwood was taken in a seven day period commencing Wednesday, July 13th, and ending Tuesday, July 19th, from 6 a.m. to 10 p.m. daily, at the Cemetery corner north of Shelburne where the highways converge. Messrs. W. B. Murray and Clarence "Kay" White were the census takers. On the Shelburne-Owen Sound Highway the traffic count was: Ontario cars, 2,182; foreign cars, 66; trucks, 774; horse drawn vehicles, 172; total, 3194. On the Shelburne-Collingwood road the traffic count was: Ontario cars, 1,824; foreign cars, 50; trucks, 155; horse drawn vehicles, 321; total 2,450. The total traffic count at that corner in the seven day period was: Ontario cars, 3,806;

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- Feathers
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What would you do if this should happen to you?

Better call in and let us show you how we can protect you against:

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- Damage to property
- The destruction of your machine by fire, either on the road, in the repair shop, or in your own garage
- The theft of your machine either at home or while in the city

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Better drop in and talk it over now while the motoring season is young.

FRANK IRWIN, Agent

The Chronicle Office, Durham

FIRE, AUTOMOBILE, TORNADO INSURANCE

OTHER PAPERS' OP

Hot Stuff for "Tommy"

The Toronto Globe, which "Tommy" Church as a job onto municipal politics leading editorials recently, to treat very seriously an interview with the member, in which he charged there is manipulation of for the coming Conservative tion, and in which he a characteristic style every everyone in sight. Th should know enough about synergies of Mr. Church that he is talking, as does, to use a slang "through his hat." Th he is a plain unadorned and here.

Just how there could be lations of delegates th figure out. As far as We tario is concerned, no del any convention were ever in a more democratic m are more representative class in the community, association meetings he called, in the manner of tion, and delegates have ected by ballot. The deleg Western Ontario are going Winnipeg convention and with only one int frame the best possible p the interests of Canada as and to select the best poss er.

Mr. Church would have selected according to the five vote cast, rather than ings. He complains that which have not sent a Con to Ottawa for years will large a vote in the proce ridings which have alway Conservatives. Under Mr. arrangement about a thir tario's delegates would e the City of Toronto. Th like Toronto. The whole tr the Conservative party m has been too much Toron biggest handicap under s Conservativa party labor, idiotic remarks that eman Toronto members and Toro heeler. It is only by secu presentative convention, w speak for all parts of Can the gathering can be mad cess. This is what the com change, which is headed by business man in Gen. M which is composed of a re tive group of men and w preparing to obtain.

The Bowie Knife

Those who read wild stories in their youth will agree that there were few in which the Bowie knife play a sanguinary and per sive part. It was a most weapon and there were best chise it instead of the rust period when it came to f horde of Indians or other d men. Various legends hav themselves round this frum plement, and ever an necessary for a historian t some of the falls, doctrines to insinuate themselves in thetic record. Recently a respondent of a Mississippi spoke of Col. Bowie as th of the knife which bore h and which did such fright

NEW C. N. R.

