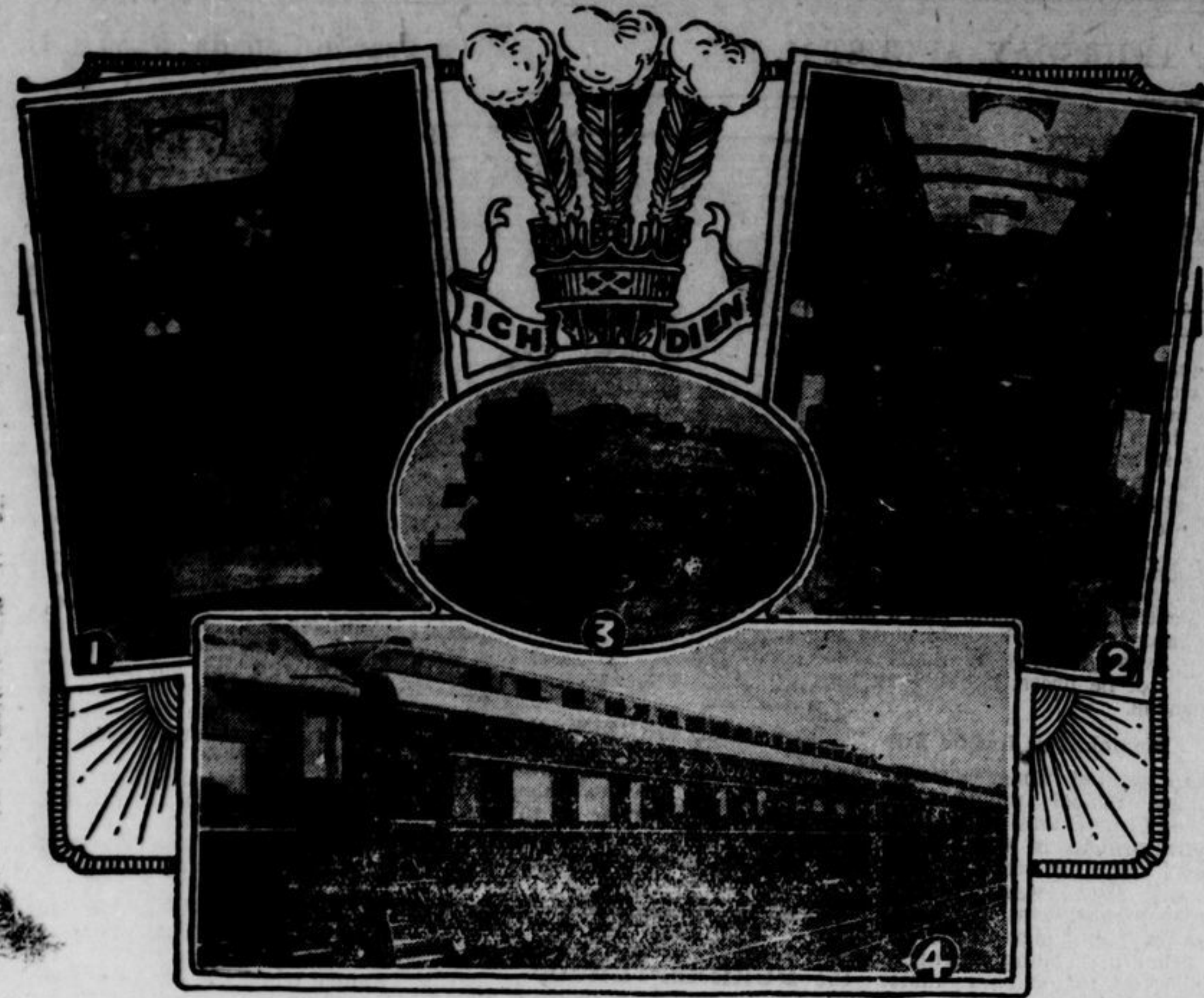


Royal Train Is Canadian Pacific's Finest



1. The lounge room on the Prince's car "Strathcona." 2. Interior of lounge section of the "Mount Stephen," one of the private cars at the disposal of the Prince. 3. "2300" type locomotive that will haul royal train during major portion of journey. 4. Section of the royal train showing the "Wentworth," one of the private cars used by Premier Baldwin.

UNDOUBTEDLY the finest train ever assembled for any occasion bore their Royal Highnesses, the Prince of Wales, Prince George, and Premier and Mrs. Baldwin from the Windsor Street Station in Montreal recently on their journey westward across the Continent. From their observation platform at the rear of the "Mount Stephen," where the Prince of Wales will smile his greetings to thousands of Canadians across the Dominion, to the private cars placed at the disposal of Premier Baldwin, the train resembled more in appointment the most exclusive club, furnishings and appointments being in every way fitting for such distinguished guests of Canada.

Confederation and After-- Sixty Years of Progress

CANADA'S MOST ANCIENT INDUSTRY

Canada's first industry, the fur trade, dating from the days of Jacques Cartier, has grown by leaps and bounds since Confederation, notwithstanding the fact that most people look upon it as a thing of the past. In 1876 the return from the fur trade was about \$769,000, while, in 1926, it is estimated, the value of pelts purchased from trappers and fur-farmers was over \$22,000,000.

For two centuries and a half the Canadian fur trade has yielded rich returns to English investors. The profits of the early traders were enormous. The records of 1676 show that the "Adventurers of England Trading into Hudson's Bay" sent to the Bay merchandise costing \$650, and the furs obtained by barter sold in England for £19,500. The dividend on stock of £10,500 was sometimes as high as one hundred per cent. All went well until rival companies entered the field. Trade was followed and profits dwindled to the vanishing point. In 1821, after years of strife, the Hudson's Bay Company emerged triumphant, secured legal recognition of its monopoly and forty years of prosperity followed.

The company's right of exclusive trade in Indian territory expired in 1859 and two years after Confederation it surrendered to Canada its jurisdiction over the Great North-west for the sum of \$300,000, lands about its trading posts and one-twentieth of the land in the fertile belt between the north Saskatchewan river and the United States boundary. Many of the shareholders thought this spell ruin for the company, but it has grown in strength and has continued to make enormous profits out of the fur trade, its land department, and its chain of departmental stores.

London, England, for nearly two hundred years, had been the principal market for the fur trade, but during the World War the market shifted to the United States. At the close of the war, Montreal became an international fur market, holding the first fur sale in 1920, when 949,565 pelts were disposed of for \$5,057,114. Auction sales have also been held at Winnipeg and Edmonton. The Canadian fur market is now firmly established and sales held three or four times a year.

Improved methods of capture, together with the advance of lumbering, mining, and agricultural settlement, have driven fur-bearing animals farther and farther afield. Close seasons have been declared for Russian Sable, Bolivian Chinchilla and Canadian Beaver, but even this has been insufficient, as is shown by a continued decrease in the numbers of the animals sought.

The fur trade has taken on new methods to supply the demand, renaming common and despised furs and encouraging the use of the furs of domestic animals. Of fur-

grey waters of the St. Lawrence, the yards of the Canadian Pacific were a scene of more than usual activity, interest centering around the Royal train being assembled there. The finest private cars of the Company were assembled, the Mount Stephen and the Strathcona for their Royal Highnesses, and the Wentworth and the Killarney for Premier and Mrs. Baldwin. The Rupertsland and the Van Horne were placed at the disposal of Premier King and members of the Princes' party. The Mount Stephen used by the Princes as their dining room and also as a general lounge car is finished in walnut, the glassware and silver fittings being set off by blue toned rugs, hangings and upholstery. The Strathcona, containing the sleeping quarters of the

Prince of Wales and Prince George, is also finished in dark walnut. The coverings of the beds are all in royal blue while those of their aides-de-camp are in water blue of a shaded silk. Premier Baldwin's private cars, located near the front of the train, are furnished in the same manner, supplied with radio and Orthophonic. The Wentworth is finished in mahogany while the Killarney is in walnut.

In addition to the private cars are a number of compartment Glen cars for the use of officials and others who will accompany the train across the continent. The most powerful locomotives in use on the C.P.R. will haul the special train during the major part of the journey across Canada to the Rockies, this being the G-3-d type of the 2300 class.

extending from Port Arthur at the head of the great Lakes to the Atlantic, and on the Pacific Coast a chain of 14 stations extending from Victoria to Alaska. The Dominion, a country of vast areas and sparse population, lends itself to the fullest utilization of broadcasting, and there are to-day some 400,000 receiving sets in operation.

Canada has today some 81 broadcasting stations, practically all of which are operated by private or commercial interests for indirect advertising or publicity in one form or other.

The Province of Manitoba has established a provincial service, and it is understood that other provinces are considering the adoption of a similar policy. The Federal Administration is fully appreciative of the utility of broadcasting to this Dominion, and will see that it develops along the lines which will give the best possible result to our listening public.

NO MAN IS INTERESTING
—Who has nothing to talk about but himself.
—Who sees nothing that is right with the world.
—Who is interested only in those who can do him favors.
—Who resents the time that other people can take in conversation.
—Who has nothing to say and insists on saying it.
—Who has not learned to appreciate other people's jokes.
—Who always agrees with you.

THE STORY OF RADIO
Canada's first use of radio was the establishment of radiotelegraph communication between stations at Belle Isle and Chateau Bay on the mainland on the north side of the Belle Isle Straits, as a substitute for submarine cable which was continually being interrupted by icebergs.

The stations were built by the Marconi Company. Power for the transmitter was obtained from dry batteries, and the receiving sets were of the most primitive type, using Marconi's coherer of metal filings in a glass tube as a detector.

Since 1901, when 50 miles was a long range for a station, progress in radio has been steady. In 1902, Sir Wilfrid Laurier invited Mr. Marconi to Ottawa and as a result a transatlantic radio-telegraph service between Canada and Great Britain was established. This service was inaugurated in 1907, and has been maintained ever since that date.

The apparatus of the Chateau Bay transatlantic station was, of course, materially altered and improved from time to time, and last year this station was discontinued and the service transferred to a Beam Station, the latest development in radio, located at Drummondville, P. Q.

At the time of Confederation, a trip across the Atlantic was still an adventure, taking from two to three weeks. To-day liners run with a regularity approaching that of a railroad service, and a passenger, six days before the ship is due to arrive at Montreal, by means of long distance radio, is able to reserve a room with bath for a certain hour on a certain day, as a matter of routine. As the ship approaches within 500 miles of the Canadian coast, she comes within the range of the chain of "aid to navigation" radio stations; if she is in a fog she verifies her position by means of the Direction Finders; if she desires to check her chronometer, she does so by means of the radio time signals. Every twelve hours the navigator is provided with complete weather forecasts for the area in which the ship is steaming; and he is advised of the exact location of any ice which may be in his track.

The Great Lakes and East Coast "ship to shore" radio system consists of an intercommunicating chain of 26 stations and 6 beacons,

bearing wild animals in Canada, the fox has proved the most suited for domestication. The successful breeding of the fox on fur farms came in the period of rising prices after 1890. Other animals—raccoon, mink, marten and malodor—skunk—have been domesticated, though less successfully than the fox.

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Fashion Fancies

A Delightful Afternoon Frock of Voile



7-2.7

On the warmest afternoon one may be assured of keeping cool and serene with the knowledge of being well-dressed in this dainty costume.

The sleeveless frock is of voile and is handmade. The yoke and shoulder, as well as the skirt, has fine pintucking. The scallops at the neck and hips are handmade, with tiny clusters of French knots and at the skirt's brief hem narrow lace ruffles add to its charm.

The broad-brimmed hat of leg-horn has a plain band around the crown and the brim is bound with the same grassgrain ribbon.

FALL TRANSPLANTING OF IRIS AND PEONIES

Deep Planting One Cause of Peonies Not Doing Well.

September to early October is a good time to lift and divide herbaceous perennials. As soon as the great heat of summer is over and one feels that the soil is not likely to dry out again, the work may be begun, says W. T. Macoun, Dominion horticulturist. The longer time the plants have to make roots after re-planting the better condition they will be in for blooming next year. The Bearded Irises may be divided and transplanted earlier than most perennials, the month of August being a good time. In re-planting the pieces of Iris they should be planted quite shallow, the rhizome or thickened root part being barely covered with soil. If planted deeper they are liable to rot.

The top buds of Peonies should not be more than two or three inches below the surface of the soil. Deep planting is one cause of Peonies not blooming well. Small pieces of perennials, if they have a few roots, will soon develop into good size plants if they have good soil conditions, so that large clumps may be divided into many plants.

Painful Ignorance
St. John Ervine tells the story of an American who had arrived in Belfast in July, at the time of the Orange celebration. Observing the decorations and excitement he asked a native what was up.

"It's July 12th," came the reply. "Yes, but what's that to do with all this jollification?"

"The Irishman shook a despairing head. "For heaven's sake, man!" he exclaimed, "go home and read your Bible."

THE PEOPLE'S MILLS

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

Gunn's Big 60 Beef Scrap and Poultry Foods Blatchford's Calf, Pig and Poultry Feeds

We handle only the best lines and sell at reasonable prices. Get our price before you sell your wheat, as we intend buying wheat to ship.

GOODS DELIVERED IN TOWN EVERY DAY.

Phone 8, Night or Day.

JOHN MCGOWAN
The People's Mills
Durham, Ontario

Insist Upon "SALADA" GREEN TEA

It has the most delicious flavour. Try it.

DURHAM HIGH SCHOOL RESULTS

LOWER SCHOOL

Form II to Form III

1. C. Anderson
2. R. Adlam
3. D. Arnett
4. F. Bailey
5. N. Gagnon
6. E. Hunter
7. I. Keller
8. M. Kelsey
9. E. Marshall
10. R. McFadden
11. H. McAuliffe
12. C. McCulloch
13. B. Murdock
14. C. Rowe
15. R. Tinianov
16. F. Vollett
17. M. Watson
18. E. Willis
19. E. Moon

Form I to Form II

1. I. Allan
2. M. Armstrong
3. E. Baird
4. A. Bell
5. L. Bell
6. T. Bell
7. N. Burnett
8. B. Clark
9. D. Firth
10. I. Gibson
11. G. Glass
12. E. Harding
13. G. Hay
14. E. Hill
15. L. Hopkins
16. A. Holmes
17. N. Lowe
18. N. McIntyre
19. F. MacArthur
20. C. MacLean
21. V. MacLean
22. G. McCrae
23. E. McGillivray
24. M. McFadden
25. C. Mitchell
26. M. Moffat
27. G. Noble
28. M. Noble
29. D. Pickering
30. M. Proudley
31. L. Reay
32. J. Renwick
33. A. Ritchie
34. D. Ritchie
35. D. Robinson
36. C. Rowe
37. H. Ryan
38. W. Smith
39. A. Taylor

WOMEN MAY WEAR SHORTER SKIRTS

Paris Dressmakers Declare That They are Doomed to Disappear.

Women will wear shorter skirts than ever next Winter if the impression given out by the Paris dressmakers opening the last week prove to be a true forecast. In fact some fashion authorities declare the skirt is doomed to disappear almost completely—for day wear.

It will, however, be displaced by knickers, the sporting effect will be accentuated by a long tunic buttoned at the side. The knickers would be fastened close beneath the knee. Collars will be high and long sleeves are coming back.

The evening gowns will make up for this coyness by lower décolletées in back as well as in front. They will be made of diaphanous materials in more vivid colors with an abundance of embroideries. An entirely new feature is promised in a revival of the styles of past epochs, but modernized. Deauville is already leading the way, and the few models seen there have been pronounced charming.

The only truly tolerant man is the one who is tolerant of those who are tolerant of his pet vices.

Beef Hides Wanted

Big Price for:

- Beef Hides
- Horsehair
- Feathers
- Wool
- Poultry

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What Would You Do If You Injured Some One



Motoring is daily becoming more risky. Motorists are always faced with the problem of possible injury to some pedestrian or other motorist or his machine.

What would you do if this should happen to you?

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

- Injury to other people
- 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

Our Policy protects your CAR. It makes no difference, in case of accident, who has charge of the machine—yourself, any member of your family, or any person to whom your car is entrusted—the policies we sell insure you against loss in case of accident.

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

EARLY DAYS IN ARTEMESIA TOWNSHIP

Interesting Early History of Seventy Years as Gathered from the Archives of the Township of Artemesia.

Flesherton
W. K. Fletcher and Aaron Shaw, senior, were about the first settlers in Flesherton and former laid out the village in and called it Flesherton, and the post office was called "Artemesia P. O." Until the graveyard was opened up there was no Flesherton corners except two, and a sawmill. Aaron Shaw, Sr., built the first in Flesherton, being located on the east side of the road, the cemetery now is. It was built on the corner in Flesherton part of which is included in present hotel. This hotel was built in the hands of the Shaw family. Aaron Jr. finally control and now, a son-in-law, Mr. G. B. Welton, is the proprietor. In the early church services were held in the room of the Munshaw hotel other hotel was also in operation, being situated across from Boyne River, and known as "Boyne Water Hotel," and was by John Jones, who also owned a tannery.

The attention of the education boys and girls was directed to a log school which stood on property of John Dunwoodie north of Flesherton. The school was built in Flesherton 1873 and the large school at use was built soon after. We understand that in 1851 there were only four schools in Artemesia township, one of Dunwoodie at Orangeville, another at Prater and the other one at Prater Office.

Those in residence in and by Flesherton in 1866 as far as can find out are as follows:

- Julius Ainsley, Dr. D. R. Rich, Bentham, Robt. Clark, Smith; Arch. Cairns, farmer; Campbell, owner of the mill; Richard Campbell, Clerk; Wm. Clayton, shoemaker; Wm. Davidson, farmer; John Woodie, farmer; W. K. Fletcher and general merchant; W. K. Fletcher, carpenter; John H. Heard, smith; Ward Houck, pump maker; Rev. Geo. Jacques, the Wesleyan Methodist minister; John Proprietor "Boyne Water" Rev. Thos. Jackson, N.C. Methodist; Kester, carpenter; J. H. teacher; James Marshall; Munshaw, Proprietor of the hotel; Aaron Munshaw, Sr., John McSorley, farmer; Wm. plasterer; Bartholomew Robt; Geo. Andrew and Robert H. Wm. Smith; George Park, Geo. Stewart, farmer; Trimble, merchant; Jas. P. postmaster.

Mails in 1866 were to and Collingwood and Durham, and Wednesday and Saturday from Chatsworth; and Monday, Friday to and from Orangeville.

We believe that the oldest person born in Artemesia township is Mr. Wm. Trimble, the postmaster of Flesherton, who was born on the Toronto Line old store on the property owned by Mr. Robert Richardson in 1854. He is the son of the late Mrs. Robert Trimble, who was married in Artemesia in the year 1851 and has lived practically continuously in this locality since time. When only a boy he led the mail stage to and from Orangeville through the bush and the corduroy roads.

Early residents in Flesherton but who came later than 1866 include a Dr. Seaman, who came in 1868; M. K. Richardson in 1878; E. Richardson in 1867; Rev. G. H. G. in 1867 also; a layman minister and Dr. Christ came a resident of Flesherton in the year of Confederation. There also four other highly respected residents here at this time came to this part in 1868, the Rev. Chas. John and W. J. H. and W. J. Henderson. The hotel stables, which were torn this spring were built in 1871 by J. Bellamy helping to build when he came to Flesherton.

Township of Artemesia
The first actual settler in township is said to have been Gray, at what precise date is unable to learn. Artemesia



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The Standard Bank of Canada
BANKING FIFTY YEARS

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