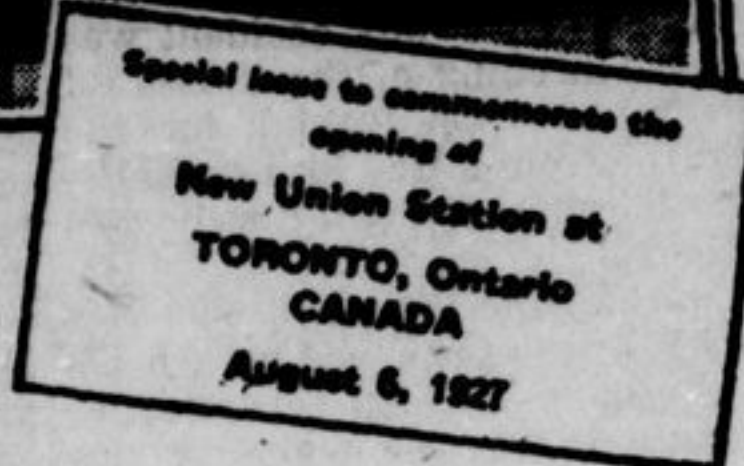


Largest Locomotive Hauls Royal Train

One of the 6100 Northern Type locomotives, recently placed in service by the Canadian National Railways for hauling their fast passenger and manifest freight trains, was the first locomotive to haul a train into the new Union Station at Toronto, on the occasion of the opening of this station by H.R.H. the Prince of Wales. On this occasion also, the first ticket issued from the ticket booths of the new station was one entitling His

Royal Highness to passage "Between All Stations" on the Canadian National System for all time. Immediately after declaring the new depot open, the Prince proceeded to the Canadian National ticket windows where he was issued "Ticket No. 1." Tickets numbering two, three and four were issued to Prince George, Premier Baldwin and Mrs. Baldwin respectively. Forty of the monster engines of the type which hauled



the royal train are being constructed in Canada for handling the fast passenger and manifest freight trains of the National System.

Fashion Fancies

AN ATTRACTIVE JERSEY FROCK HAS BANDS OF DIFFERENT SHADES



8-3

As the late summer approaches, one's thoughts turn to the Jersey frock for the cooler days.

The model shown here has a smart over-b blouse with long tight sleeves and a small round collar. The sleeves below the elbow have a series of bands in the same material, but of different shades and corresponding with the banding around the hips.

The skirt is finely pleated, as all such skirts should be. Such a dress may be useful for many occasions.

shipped out 744,949,521 bushels, while New York, second on the list, shipped out 509,015,781. Last year was by no means a record one, but the deliveries from Montreal elevators reached a total of 134,591,240 bushels.

Although 1,421 ships of 15 nationalities arrived in Montreal harbour last year, and their united tonnage was 4,221,730. British ships headed the list, with a tonnage of 3,262,116, followed by United States vessels with 321,812.

No Difference

It was in Australia during the dry season. A stranger to the country met a squatter driving a stoneboat on which stood a large barrel. They stopped to chat.

"What are you going for?" asked the stranger.

"Water."

"How far do you have to go?"

"About a mile."

"That's a long way to fetch it. Why don't you dig a well?"

"What's the use?" replied the squatter. "It would be just as far."

It Will Pay You to Advertise in The Chronicle.

Real Quality "SALADA" TEA

Paying less can only mean poor tea.

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

Cure For Anaemia.

One of the most dreaded diseases has been anaemia and more particularly pernicious anaemia. In fact, it has had a uniformly fatal ending in spite of various steps taken to combat it. Among the recent medical discoveries of great importance has been a treatment for anaemia which is almost absurdly simple, no drugs being used. The patient is merely fed on liver, the amount being half a pound or more a day when cooked fit to eat.

This remedy had serious drawbacks and it has remained for two Fergus doctors, Dr. A. Groves and his son, Dr. W. A. Groves, to announce a great advance on the original method and one which seems to have given good results when used in Fergus and of which other doctors in the district have been informed and asked to test. Some of them have also reported excellent results.

Many persons have a distinct dislike for liver and would find it impossible to take any such quantity as half a pound a day. Tests have been made by the Drs. Groves covering several months and they now announce the method of giving small quantities of raw liver in capsules. By this means the amount can be cut down to an ounce a day and results equal to those obtained anywhere have been achieved here.

In cases of anaemia, the number of blood corpuscles decreases rapidly. These can be counted with proper microscopic equipment and the Royal Alexandra Hospital now has a specially equipped laboratory equipped for the study of this and other diseases. It is in charge of Dr. W. A. Groves and was established by him after he returned to Fergus. One of the microscopic slides of blood from anaemia patients and found the method of counting the corpuscles both wonderful and interesting.

Without such a laboratory and equipment, together with a knowledge of how to use it, experiments of this kind would be impossible and it is a matter of local pride to find our Fergus Hospital branching out along a line usually left entirely to the largest hospitals, or, more particularly, the universities and medical schools.

Enquiries regarding this treatment are now pouring in from doctors and patients all over the country asking for the details of the new treatment. It will take some time to prove the value of raw liver as a medicine but great things are hoped for and Fergus may yet be able to claim the honor of being the home of doctors who have made important discoveries in medical science.—Fergus News-Record.

Strange Tale From Goderich.

A peculiar accident occurred at Goderich harbor last week when a sedan, owned by J. Graham, fisherman, in some unaccountable manner fell off the dock into twenty-three feet of water. The car turned over and sank to the bottom, carrying Graham with it. He smashed one of the side windows and struggled to the surface and was pulled ashore.

Three hours later B. McDonald in a diver's suit descended to the car, the motor of which was still running. The same evening it was raised and its lights were still burning. With only a few slight damages the car is still able to run.—Goderich Signal.

It Will Pay You to Advertise in The Chronicle.

CARD OF THANKS

We desire to extend thanks to all friends and neighbors for sympathy and assistance during the illness and death of husband and father, the late Archibald Thompson.

—Mrs. Thompson and Family

Confederation and After—Sixty Years of Progress

THE NATIONAL CAPITAL

From the period of Confederation till very recently, it was customary for the people of Ottawa, as well as those resident elsewhere, to regard the Capital as the favored child of the political gods, past and present. Any expenditures designed to aid the city, even indirectly, were resented in other localities and it was a commonplace to read or hear that Ottawa was maintained by the presence of the legislative buildings and all such an establishment implied. But gradually a more national spirit and outlook has developed.

Ottawa was probably the first city to recognize that it owed a duty to the rest of the country, and it set about creating a better understanding of its position, at home and abroad. It is now nearer its ideal of a national capital than at any time in its history, and the new movement has only begun. The conception of Ottawa as the Capital of the country, has grown in favor, and it is not too much to assert that the idea will be firmly fixed in the public mind. The Ottawa attitude is that government or public expenditures for the improvement and beautification of the city should not be construed other than as efforts to dignify the chief legislative city of the country, and add to the prestige of the nation as a whole. "Not our Capital, but yours" is the Ottawa interpretation which the city is seeking to impress. And in this it is sincere, for while the Dominion parliament had done much for Ottawa, the city in its turn has sacrificed many millions of dollars in taxes and other ways in order that the country, indirectly, should benefit.

Nature, as has often been said, has done much for Ottawa. The natural beauties of her site are unrivalled and of late years much has been done to emphasize her advantages in this respect. The Ottawa Improvement Commission, one of the creations of Sir Wilfrid Laurier, has worked for many years, with limited funds, to beautify the outer fringe of the capital with a series of driveways and parks, and has in reality given the whole scheme a working basis. This

year the Dominion parliament agreed to the creation of a Federal District Commission with considerably wider powers than possessed by the older body, and a large annual fund for improvements.

Within the period since Confederation Ottawa has grown from a lumber town of considerably below 20,000 population into a beautiful and modern city of well over 120,000 exclusive of the neighbouring city of Hull. Within a radius of three miles from the city hall there are some 150,000 souls. Visitors are impressed with the splendid public buildings of the Capital, and other buildings of the Capital, with her clean streets, her wide-spread system, her excellent transportation lines, urban and otherwise, her lighting facilities, and her progressive civic methods. The growth of the city has been steady; no booms have marred her progress and the Capital has developed along sane lines. During the period from 1895 onwards her progress has been very marked, and her future should be such as will cause all Canadians to refer to the seat of government in terms of justifiable pride.

THE PORT OF MONTREAL

Montreal was reckoned a busy place, even sixty years ago. Its merchants were noted for their enterprise. They had built up the great fur trade of the Northwest Company, as in our own times they built the Canadian Pacific Railway. In their eyes, obstacles existed only to be conquered, their town was a thousand miles inland from the Atlantic; their river frozen up for nearly half the year, and too shallow throughout the other half for ships of any respectable size to navigate. Yet they made up their minds to make their town an important sea-port, and they did.

Looking east Montreal is nearer England by 283 miles than New York is; and looking west it is nearer Chicago by 58 miles, nearer Fort William by 336. Its river is always reliable, not subject to the furious fits of the Mississippi.

The channel, originally only 11 feet deep at some points, was dredged to a minimum of 15 feet by 1852, to 20 feet by 1865, and in Confederation year what seemed large quantities of Canadian produce and European goods were passing in and out over the little wooden wharves of Montreal. But the port was only in its infancy. The channel was deepened to 25 feet by 1882, to 27½ feet by 1888, to 30 feet by 1907, and a further deepening to 35 feet is nearing completion. The Harbour Commissioners, who

control 16 miles of the river, including both shores, are appointed by the Dominion Government; but the Harbour pays its own way—not only its operating expenses, but interest on the money advanced by the Government for capital expenditure.

The harbour now has nine miles of wharfage, with berths for 112 ships, including 40 for vessels 650 feet long and drawing 30 feet of water. Since 1909 the Commissioners have reclaimed 135 acres of land from the river. The harbour has 70 miles of railway track, with its own hundred-ton electric locomotives, hauling as many as 1,800 cars in a day; a floating crane that lifts 85 tons, with a fleet of cranes lifting from 5 to 15 tons.

The four gigantic grain elevators accommodate 12,162,000 bushels, and can pour half a million bushels an hour into 23 ships at a time. The ten-storey warehouse and cold storage plant can take 1,628,000 cubic feet of cargo, and has its own artesian well 1,100 feet deep.

The number of passengers landing at and sailing from this port yearly runs into hundreds of thousands. But, after all, it is freight that raises Montreal to its pinnacle. Last year the tonnage handled was 9,210,149—imports amounting to 2,027,962, exports to 4,549,835, and domestic to 2,632,702. This last figure represents freight to and from the Maritime Provinces and lake or river ports inland. Over 430,000 tons of coal and coke were among the year's imports.

In grain Montreal is supreme—the leading grain port of the world. In her seven-month season—which science may lengthen by its new methods of attacking the ice problem—Montreal has for years past loaded more grain than any port open for the whole twelve months in the five years 1921-1925 Montreal



The Weed Scourge

Is it fair to your neighbor if your weed-infested fields, fence rows and idle places are scattering weed seeds over his land?

Is it fair to yourself if your own weeds are scattering their seeds all over your land?

The weed scourge is costing Ontario \$5,000,000 a year. A share of this money should be in your pocket! Instead, this money is wasted. And the waste is increasing!

The time has come for united action! The weed scourge should not be merely "fought"—it should be exterminated! Weeds can be exterminated, but only by determined and united action! The help of every man, woman, boy and girl is needed.

WARNING

Under the provisions of The Weed Control Act 1927, now in force, the destruction of noxious weeds is no longer optional. The destruction of noxious weeds is now compulsory.

Every occupant of land and every owner of unoccupied land is required to destroy all noxious weeds before their seeds ripen. Municipal councils are required to destroy all noxious weeds growing upon the highways. Let everyone co-operate to end the weed nuisance.

The Department of Agriculture

Province of Ontario Parliament Buildings, Toronto HON. JOHN S. MARTIN Minister W. B. ROADHOUSE Deputy Minister

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

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:

Table with 2 columns: Flour/Feed types and prices. Includes Maple Leaf Flour, Royal Household Flour, Prairie Pride Flour, etc.

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

FERTILIZED LAND SUFFERED FROM

Barnyard Manure, Plus Fertilizers, Intelligent Gives Best and Steadily Rothamstead, the World Experimental Station

Rothamstead Experimentation, at Harpenden, England, oldest institution of the world. Research work done there in 1840 by John Bennet Lawes who wished to increase of animal and human land. Larnips were of most important farm of that time, and the law for this, as a rule, was. For some reason, the Rothamstead farm, and discover why. His research to the treatment of mineral phosphates, acid, and with the phosphate from this satisfactory results were.

Made a Fort

Lawes himself made the manufacture of fertilizer. Fortunately, his interest in research did not stop acquisition of wealth, important work has followed. Sir John Bennet sent director—was a visitor in Toronto to the meeting of the Agricultural Science—has ably aided Rothamstead in the experiment which will also be the annual convention of the Fertilizer Association, Sulphur Springs, West. John's speech was the keynote of the meeting and some of his remarks on fertilizer practice should be to all farm readers.

Emphasizes Barnyard

It is especially noteworthy this meeting of fertilizer men. Sir John placed emphasis on the importance of the barnyard manure as the stone of all sound programs. "Barnyard manure is a great value as an insecticide, a soil conditioner, a soil improver, a soil stealer yield than any other artificial fertilizer have been able to do. No records, but in the never fails us. Also its fertility of the land is anything else, and it is a good effect on certain crops, as we can judge by the clover residues in the field."

Commercial Fertilizer

This does not mean that artificial fertilizers play an exceedingly important part in crop production. A combination of artificial and barnyard manure gives the best and steadiest results on to say, "The plot well in a cold, wet, potash fertilizers help dry season; the barnyard good in dry, cold or dry while the artificial are good nearly always."

Who is from ho

Keep the united. If away from his easiest and quick is of course by a L tance call. The people nowadays very brave front ing to appear ind and self-reliant, h hearts still thum when they hear Mother's voice wire.

Even when into busine haps in dista their nature d change with their tion. The tie st The dear family are just as poter

Have a reg to call up t ones by L ance. The ser never so rapid. of Interurban S nearby towns radius of say 25 very low.