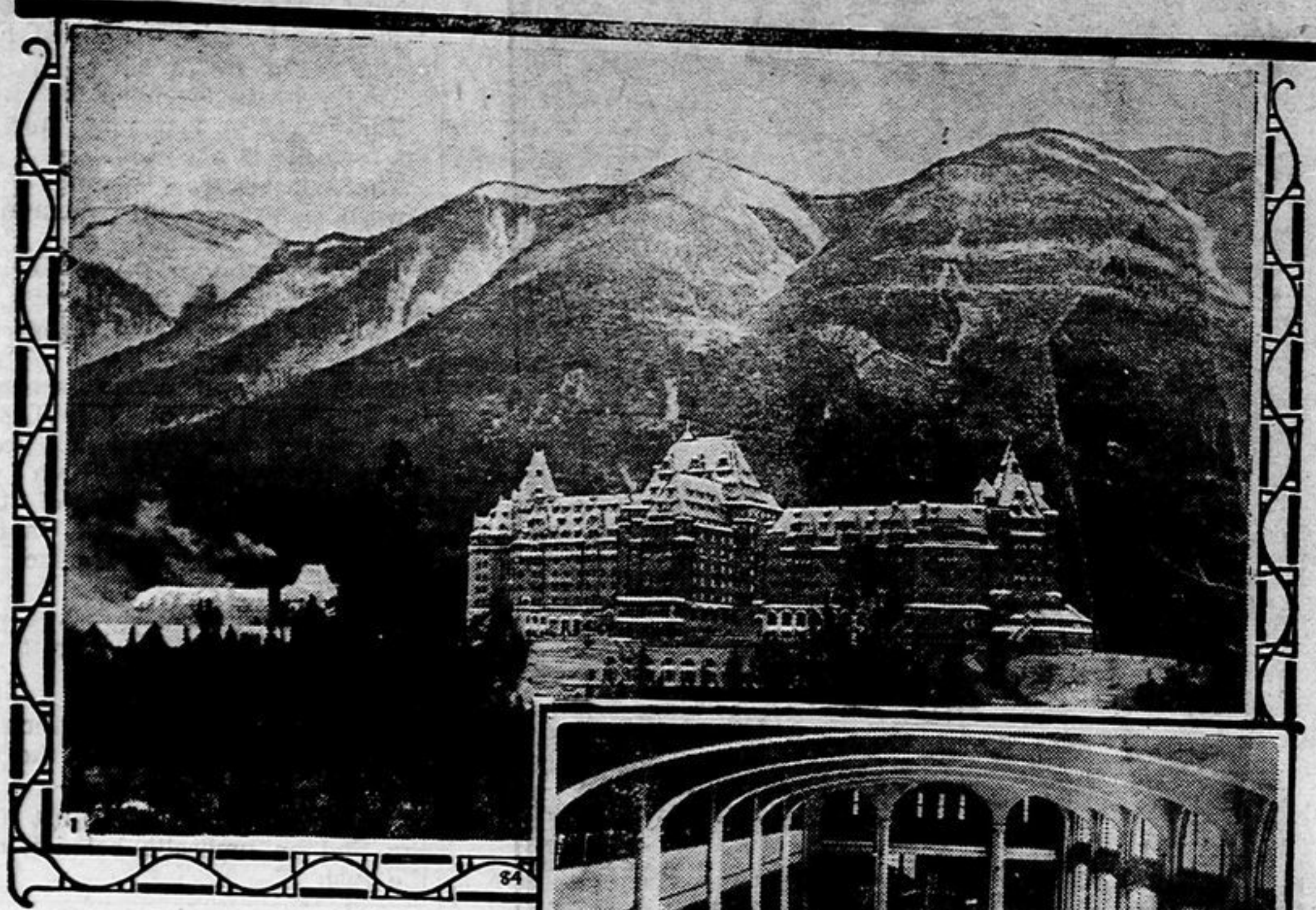


Mountain Resort Acquires New Charms



1.—Alone in its world is the Banff Springs Hotel. 2.—An interior view of the new swimming pool built in the hotel.

Acknowledged by the most discriminating as the finest resort hotel on the American continent the Banff Springs Hotel, opened by the Canadian Pacific Railway Company on May 15, inaugurates a new era for visitors to the Rocky Mountains. This internationally famous center has been in process of rebuilding during the past two winter seasons and now stands complete, magnificent as to construction and furnishings and beyond compare as to beauty of surroundings.

The Banff Springs Hotel is so constructed as to blend, in the beauty of its architecture, with the snow capped peaks of the mountain ranges. Built of native stone quarried from the base of Mount

Rundle and trimmed with Tyndal stone from Manitoba the building itself, complies with all the tenets of dignity and good taste.

The Banff Springs provides accommodation for 1100 guests, and contains 600 bedrooms with baths in addition to a large number of suites of marked beauty and comfort. The layout of the public rooms and lounges has been carefully thought out, and these rooms are especially appealing in point of design and richness of furnishings. The main lounges are things of beauty in themselves and of view, down the valley of the Bow

River, is alone worth a trip to Banff.

The building of this great hotel or rather the rebuilding, has been going forward for several years, but the construction work has not interfered with the comfort of the summer guests. The work has been carried on during the winter months. Enormous wooden shells were erected and heated through-out with steam, and the work done with the same ease as if at the height of summer. It is interesting to note in this connection that this system of construction involved a monthly consumption of coal of more than 700 tons.

CLOSE GRAZING OF PASTURES

(Experimental Farms Note.)

The question of the influence of the stage of growth on the composition of grasses has long been under investigation and it is now a well established fact that young grass is much more nutritious than that approaching maturity. The chief difference in composition lie in the variations of fibre and protein decreasing with maturity. Not only is the fibre content markedly lower in the young grass but such fibre as is present is more digestible than that of the ripe grass. A consideration of the ranges of protein content shows strikingly the greater value of young grass. For example, the percentage of protein in timothy "just speared" is double that at the "seed formed" stage. Knowledge of these variations in composition has long been the basis of the advice that it is good practice to cut grass for hay very shortly after the formation of seed. In recent years the possibilities of considering young grass as a furnisher of protein in the ration has been suggested.

In several countries, notably Germany and England a system of pasturing known as "close-grazing" has been tried out, in recent years. By this plan it was expected that grass lands could be made to furnish a fairly high protein concentrate in the form of very young grass in continuous supplies. This is done by cropping the area fairly close, moving the animals, heavily fertilizing with nitrogenous fertilizers e.g. nitrate of soda, and allowing the grass to grow, say, ten days or a fortnight before again cropping. A preliminary experiment conducted by the Division of Chemistry, Experimental Farm, Ottawa, during the past sum-

mer, to obtain Canadian data on this subject, has given some interesting results. Of four plots, one cut weekly; one, fortnightly; one, every third week and one as hay, the plot cut every third week furnished the largest amount of digestible dry matter and of protein.

Close-grazing has its practical difficulties and the adoption of a scheme calling for the systematic cropping of an area, with the attendant expenditure for fertilizer, labor and fencing, would not be economic on farms generally in Canada. Nevertheless, the principle is sound and adaptation of the scheme may be found which would meet local conditions and at the same time increase the feeding value of our pastures.

Have Wide Powers

That the duties of highway traffic officers extend past the enforcement of the provisions of the Highway Traffic Act is the information contained in a statement by Hon. Geo. S. Henry, Minister of Public Works and Highways. According to Mr. Henry, the highway police have regular commissions as constables, and are empowered to act in cases involving a breach of the liquor laws. This has applied especially in the apprehension of men engaged in illegal transportation along the highways of the province. Mr. Henry gave assurance that all constables under the Department of Highways would continue to act in cases of suspected run-running.—Shelburne Free Press and Economist.

MILLINERY

New Fall Designs

are of shirred and stitched velvets, felts and felt and plush combinations. The colors are brown, sand, red, green, blue, navy and black. All have excellent lines.

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SELECTING THE FEEDER STEER

(Experimental Farms Note.)

In a very few weeks it will be necessary to purchase the steers that are to be finished for the spring market. The selection of profitable feeders is much more difficult in the Eastern provinces than in the Western Provinces, due to the fact that a very high percentage of the Eastern steers show evidence of considerable dairy cattle breeding. However, there are many of these steers, even with some dairy blood, that will make very profitable feeders and they are the ones that should be selected for the winter feeding work. The remainder should go to the block as they come from the pastures. Select only such steers as will conform more closely to the real beef-type, that is, straight, low set, deep blocky individuals, with a quiet temperament. It is that real dairy-type of steer with a nervous temperament, that one wants to avoid in the feed lot. For example, out of twenty-five steers fed at the Nappan Experimental Farm during 1927-28, six of the steers were of the latter type and their average gain in 125 days was only 161 pounds, against 246 pounds as an average for seven steers that were fairly typical beef steers, with some dairy blood mixed in. The former were worth 1 1/2 to 2 cents less on the market in March, besides making 85 pounds less gain. The dairy-type steers never made profitable gains, nor did they look finished at their best.

To feed a bunch of good thrifty beef steers is a profitable side line, besides being an economical method of marketing cheap roughage grown on the farm, such as hay and roots. In reading the annual report issued from the Experimental Farm, Nappan, it may be noted that a good average market price has been charged for all feeds consumed and, furthermore, that a good average profit over feed cost has been realized over a period of years, in the finishing of a bunch of beef steers. After all, this is the most businesslike method of farming and the adoption of such a policy will be found a profitable one. There will be more manure available for top-dressing; consequently, less money going out for fertilizer, all of which helps to swell the income from the farm.

The main point to bear in mind is the selection of good feeders of the right type, steers that will make reasonably good use of the feeds consumed.

HUSBAND HAS SPEED—AND MAY NEED IT

At the Lincoln County picnic at Vineland the rolling-pin throwing contest was won by Mrs. W. H. Upsall, of Vineland, who threw the rolling pin 67 feet. Incidentally it may be mentioned that her husband won the 100 yard dash for married men, and his prize was a pair of running shoes.

QUEBEC ADOPTS DRASTIC MOTOR LAWS

Futility of Appealing to Motorists to Obey Laws Recognized and Penalties Are Very Severe.

While there are varying opinions as to the drastic step taken by the Quebec Minister of Highways to eliminate speeding, there is no disputing the fact that the policy now in force in Quebec should prove effective.

Whether it is just or not is another matter.

With the speed limit 35 miles an hour in Ontario and only 30 in Quebec, it seems unfair that an automobile owner should lose the use of his car for doing something that is quite legal in another Province.

Quebec has evidently come to the conclusion that there is no use in appealing to motorists to obey the law.

That policy has been tried out for some time, and has not given the desired results, and now the drastic step has been taken of deciding that the license of every driver who is exceeding the speed limit will be automatically cancelled.

And there will be no chance of appeal on the part of the driver.

As soon as he is found guilty of driving faster than 30 miles an hour his license is cancelled, and he loses his privilege of driving a car in Quebec.

The Quebec plan is too harsh, for after all the question of what constitutes safe speed for a car depends altogether on circumstances.

Ten miles an hour may be too fast under certain conditions, while 40 miles an hour on a good road is not a dangerous speed when there is no traffic congestion.

TRAINING FOR THE THRONE

On his return from Britain Hon. H. Ferguson, Prime Minister of Ontario commented upon the fact that King George was well acquainted with conditions in Canada. No monarch who ever sat on the British throne was so thoroughly groomed for his great task as King George. His early service in the Navy, which took him into many ports in many seas; his later travels; his world tour; his frequent visits to the Dominions, and his progress through India—all these things were deliberately designed by a wise and far-seeing father to equip his son for the portentous destiny that was to be his some day.

Since he ascended the throne, King George has shown that he realizes to the full the inestimable benefit of such experience as travel and personal contact alone can give by sending the Prince of Wales upon similar Empire missions, and the Duke of York and the other royal princes, are also being brought into intimate touch with the Empire outside the British Isles. If any of them, in the years to come, reveals an ignorance of Canada or of South Africa or of the other Dominions, it will not be the fault of the King.

Nothing unusual about this of course!

"Oh, hello Jack! When did you come to town?"

Burns had recognized the cheery voice of an old friend over the telephone.

But Jack was speaking from his home one hundred miles away. He had given "Long Distance" the distant telephone number, and she had connected him at once, while he held the line.

Nothing extraordinary about this. Quick Long Distance service is now practically universal. In most cases, connection is made while you remain at the telephone.

Giving the distant telephone number speeds up the service. We shall gladly look up for you the distant numbers you frequently call.



"SALADA" TEA

Two hundred years ago a tea like "SALADA" would have cost \$50.00 a pound—but such tea was then unknown—today millions enjoy the fragrance and satisfaction of "SALADA" for a small fraction of that cost.

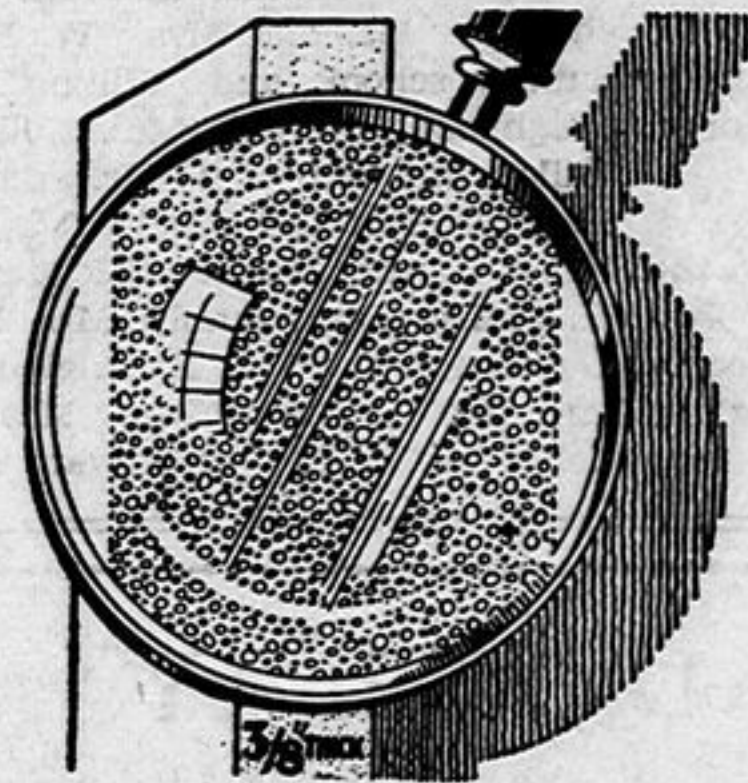
EARNED HIS RIDE

Picking up a ride is not all velvet all the time. A homeward bound college freshman recently was given a lift by three middle-aged women. In the course of 35 miles, he changed two tires and walked half a mile for gasoline. "But, travel educates one," he declared significantly in relating the experience.

Brevity

A cub reporter, frequently reprimanded for prolixity and warned to be brief, turned in the following:

A shocking affair occurred last night. Sir Edward Hopeless, a guest at Lady Panmore's ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice of his friends, a taxi, a pistol from his pocket, and finally his life. Nice chap, Regrets and all that."



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J. L. SMITH, M. B., M. C. P. S. Office and residence, corner Countess and Lambton Streets, old Post Office. Office hours 9 to 11 a.m., 1.30 to 4 p.m., 7 to 9 (Sundays excepted).

DR. A. M. BELL Physician and Surgeon, 6 Lambton Street, Durham, Ont. Graduate University of Toronto. Tested and corrected. Office hours 2 to 5 p.m., 7 to 9 p.m., Sun. excepted.

C. G. AND BESSIE MCGILLIVRAY Chiropractors Canadian Chiropractic College, Toronto. Office Macfarlane Block, Durham. Day and night p. 123.

Dental Directory.

DR. W. C. PICKERING, DENTIST Office, over J. & J. Hunter's Durham, Ontario.

J. F. GRANT, D. D. S., L. D. Honor Graduate University of Toronto, Graduate Royal College of Dentists of Ontario. Dentist all its branches. Office 6 Block, Mill Street, second door of Macbeth's Drug Store.

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NOTICE TO FARMERS

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