

Thursday, January 25, 1923.

Problems of the Farm

Contributed by Grey County Department of Agriculture

Excursion to Model Farm, Guelph.

A letter to President J. B. Reynolds, O.A.C., Guelph, recently received announces the fact that the June excursions to the Model Farm will be resumed in the month of June this year. By special arrangements with the Canadian Passenger Association the rates will be one fare and one third for the round trip. In addition, lunch will be provided for the visitors if the schedule is pre-arranged.

The Department of Agriculture, at Markdale would be glad to assist any clubs, society or board of agriculture to make arrangements for such excursions. These are educational trips which should be patronized by every farmer. Write about these trips early. We will help.

Short Course Work.

During the past week only one special speaker, Mr. G. H. Dickson, Pomologist Specialist, Vineland Horticultural Experimental Station, was present. Apple orcharding in all its phases was discussed. Many points of practical benefit to the apple men in the district were given and the young men were given pointers in the matter of starting orchards, varieties to select, etc.

The varieties suggested are as follows: Duchess and Wealthy as fillers; Snow, Spy and Greenings for

the main crop with a few Stark and Baldwin. Some of the local men thought that it was not advisable to get too far from the Ben Davis owing to the possibility of developing and export trade with South Africa.

It may be interesting to the people of Grey County to know that there are 30,000 acres in the Georgian Bay District which is fit for apple production. Very little of this is actually producing at the present. The potentialities of the district is thus almost unlimited, therefore the possibilities of the Georgian Bay District for the young men of Grey County are worth while considering when they are contemplating their life work.

CLEAN-UP CAMPAIGN WANTED

(Kincairdine Reporter.)

How good is the town you live in? Just as good as you want it to be. A town is no better than its citizens. If you think that is so, then Kincairdine has some bad citizens. Are all the stories true that we hear about boot-legging? If they are, then it's time the better class of people called for a showdown. We feel satisfied that there are some who are in the game but they have been at it so long they are known and have learned to evade the law. We want to know this: Are the stories that are told about young boys of Kincairdine peddling hooch true? If they are then it is time a clean-up is made. Where do they get the booze they handle? It should not be a hard matter to find the fountain head who supplies them. This cannot be done without supervision. It is too much to expect Chief Farrell to do this. He is only human and has to sleep some-

times. His day is taken up as street inspector. Besides this he devotes considerable time to night work. It is not when he is around that the hooch brigade get in their work. It is after he goes home, and they seem to have pretty good tab on his movements. What this town wants is a night watchman. If the right kind of a man can be secured there is no reason why this town can't be cleaned up. We are concerned about the good name of the town and hate to have to listen to such yarns as this being "the easiest place in Ontario to get booze." We know it isn't as bad as some others but there is enough of it going on to warrant a stop being put to it. What about it? Will we face the duty?

Correct this sentence: "No," said the specialist, "I did you no good and I can't accept your money."

BORN

Perry.—In Glenelg, on Friday, Jan. 19, to Mr. and Mrs. Fred Perry of Lewvan, Sask. (nee Margaret Firth), a son (Jack).

Widmeyer.—In Bentinck, on December 30, to Mr. and Mrs. Theodore Widmeyer (nee Bella Grierson), a son.

McKay.—In Windsor, at Grace Hospital, on January 15, to Mr. and Mrs. Frank McKay, a son (Melbourne Edward).

DIED

McKay.—In Windsor, at Grace Hospital, on January 18, Melbourne Edward, infant son of Mr. and Mrs. Frank McKay, aged 3 days.

Here and There

Fort William.—E. G. Noble, first aid instructor on the Canadian Pacific Railway, who for the past seven years has been instructor on the eastern divisions, is in the city preparing to take charge of the whole of the western divisions, from Fort William to Vancouver, and to organize first aid classes among the employees of the railway company and instruct them in the emergency treatment of accidents.

St. John, N.B.—The Canadian Pacific Railway has to Jan. 6th shipped more than two million bushels of grain more than during the corresponding period last year. This season's shipments have already totalled 4,987,164 bushels as compared with 2,658,582 bushels on the same date last season. The outlook is for a continued heavy movement.

London, England.—Shareholders of the Canadian Pacific Railway here have been officially informed that a measure of relief is to be granted them from the British income tax for the fiscal years 1919 and 1920 in respect of the company payment of the Canadian income tax. This is the first official word on the subject of Canadian Pacific shares. By the Finance Act of 1920, however, all British subjects resident in overseas Dominions were granted for 1920, in some cases for 1919, and in the future, the right of reclaiming the British income tax as though actually resident in Britain. This affected Canadians deriving income from which the British income tax had been deducted. It is estimated that the amount saved by Canadians so situated, if they did not neglect to file their claims under the Act, would be over \$1,000,000.

Golden, B.C.—That the provincial government will commence work on the Golden-Leanchoil road early in the spring, is announced by J. A. Buckham, M.L.A. A survey will be made as soon as possible and the work will be done by contract. The cost is estimated at \$234,000. That portion of the road to be constructed by the Parks branch of the Dominion Government will also be got under way this year, it is stated.

The completion of this road will create a large amount of tourist traffic through Golden, and will also afford a loop whereby local cars may travel to Calgary and points in Alberta, and return over the newly completed Banff-Windermere road to Golden, passing some of the most magnificent mountain scenery on the continent.

Ottawa.—The "Ottawa Evening Journal" has the following editorial which is good reading for automobile drivers all over the country:

This is the season of the year when statistics begin to appear. Among them will be those dealing with automobile accidents, and it will probably be found that the railway level crossing is still the most favored location for traffic mishaps of varying degrees of seriousness. This time of the year may also be a favorable one for considering the matter of accidents at railway crossings, especially in this locality. Ottawa has a number of railway crossings, although not more than the average Canadian city. Automobile accidents frequently happen at these crossings, and they are usually caused through negligence on the part of car drivers. An obligation to use reasonable care rests upon all users of the highway, whether they walk, drive a wagon or drive a motor car. Most people do exercise that care, the more cautious ones even being wise enough to stop, look and listen. But there are others who do not. Official records of accidents at the railway crossings in Ottawa prove this beyond doubt. There are actually on record cases where men have driven their cars into trains at a standstill on a crossing.

Here is an illuminating case. On December 18th an engine was going towards Bank street on the railway tracks with four cars and a crew. When approaching Booth street crossing the whistle was sounded and the bell was rung automatically. A motor car, to quote the official report, "coming at about 30 miles an hour attempted to cross in front of the engine. Brakeman Little, who was riding on the front footboard, gave the engineer the signal to stop and he applied the brakes in emergency. The automobile stopped right in the middle of the crossing and the engine came up against it and pushed it a few inches, leaving a small scratch on the car. The driver would not give his name, but drove off, remarking, "Oh, to hell with it." That is not all. Automobile accidents have happened on city crossings which are protected by watchmen or in other ways. From November 9 to 27, 1922, on the crossings at Booth (corner Britannia), Queen and Main streets, there were ten instances, four of which were on one way, of local car drivers disregarding stop signals or getting on to the tracks with the gates down. To most persons this sort of recklessness is almost incomprehensible, and seems to warrant the most drastic reprisal measures. A driver who disregards a watchman's signal deserves the strongest condemnation. To prevent accidents, it is essential that motor-drivers should co-operate with the railway officials. The great majority may be depended upon to do this. And the drawing of attention to the foregoing facts may induce the minority to think a little more deeply on the subject.

The Art of Reading.

"Do you enjoy reading?"
"Very much."
"What do you do when you come to an unfamiliar word?"
"What everybody else does, I suppose—wonder what it means and pass on."—Detroit Free Press.

HERRIN RIOTERS ACQUITTED

We have all read of the massacres at Herrin, Illinois, last summer when so many men were brutally murdered, apparently at the instigation of union miners and their officials. All over the United States, public opinion demanded the punishment of the offenders. How they are being punished is told in the following dispatch from Marion, Illinois, under date of January 19:

"All the defendants in the Herrin riots trial were acquitted this afternoon. All of them are union miners except one, who is a taxi driver. The courtroom was crowded when the verdict was read, but there was no sign of a demonstration of any kind. One of the jurors said that between 15 and 20 ballots were taken before the verdict was reached. The jury, which retired at 11.50 o'clock yesterday morning, deliberated for 27 hours before arriving at the decision.

The first five defendants brought to trial as a result of the Herrin riots of June 21 and 22, 1922, were charged with the murder of Howard Hoffman, one of the 20 nonunion workers killed during the disorders. Indictments against 77 individuals, 48 of them being charged with murder, and the others with lesser offences, were returned by a grand jury that

made its final report on October 28, after the investigation begun on August 23, under the direction of Edward J. Brundage, attorney-general. Most of those indicted were released quickly on bonds totalling more than \$365,000 and signed by 96 Herrin businessmen. Of the 48 charged with murder eight have been kept in jail, all of whom are facing trial on February 5.

MOTORIST TO JAIL FARM TO SERVE THREE MONTHS

"If this was another kind of an offence I should be glad to treat you as a first offender, but motor car accidents will not be stopped by suspended sentences," said Judge Denton to a Toronto motorist on Tuesday in passing sentence of three months at the jail farm on Lloyd Glenn in the County Criminal Court. Glenn had been found guilty of criminal negligence as a result of the car he was driving on Bathurst St. last October, colliding with the car of William Tooke. Mr. Tooke's infant son suffered a cut requiring 12 stitches.



In most homes the old guess-work baking days are gone, never to return. Then it was a matter of anxious conjecture as to whether or not that batch of bread would rise properly. All of our baking is a scientific success. Our bread should be one of your standard family foods.



Dinner Set Specials

- 34 PIECE DINNER SERVICE
Floral Rose Design \$12.50
- 34 PIECE DINNER SERVICE
China Cups & Saucers \$13.25
- 97 PIECE DINNER SERVICE
Floral Border Design, regular \$32.00 for \$26.50

Variety Store

Now for Bargains for Thrifty Buyers

January finds us with many broken lines in all Merchandise and we consider it business policy to clear such lines at cost if necessary and clean up our stock. Hence the Bargains:

- Women's fine wool Hosiery, black, sizes 8 1/2, 9, 9 1/2, 10 for 75c. pr.
- Women's black rib wool Hosiery, sizes 8 1/2, 9, 9 1/2, 10, 10 1/2 65c. pr.
- Women's black cashmere Hose, sizes 8 1/2, 9, 9 1/2, 10, for 60c. pr.
- Boys' extra heavy rib wool Hosiery, sizes 9, 9 1/2, for 75c. pr.
- Lumberman's heavy wool Socks, reg. \$1.75, for \$1.30
- About Felt Boots and Slippers, we cannot enumerate all the kinds and prices, but we clear these lines regardless of profit.

(The Cash Shoe Store)

J. S. McIlraith, Durham, Ont

Chiropractic for "Good Health"

The expression, "One Hundred Per Cent," has been in common use lately. In Red Cross activities, Y.M.C.A., School and College circles, in large business offices, in manufacturing plants, in fact wherever there is any competition an effort has been made to obtain a "100 per cent." rating. There is no reason why every man, woman and child should not have a "100 per cent." health rating. Health is normal, in other words, 100 per cent. Disease is subnormal, or below 100 per cent.

The Chiropractor is a high-grade machinist who knows that the human body is the most wonderful, the most perfect machine in existence. If anything goes wrong with the machine he does not try to rectify matters by taking away one of its important parts. That would be not only ridiculous, but would be reducing the efficiency of the machine to away below the 100 per cent. mark. It stands to reason that if part of a machine is taken away and not replaced the parts that are left will have to do the extra work which should have been accomplished by the missing part. The result will be disaster.

What would you think of an automobile salesman who would try to sell you a car with one or more of the important parts missing? You would refuse to purchase because you would say and truthfully so, that the car was not 100 per cent. No human being who has been on the operating table and who has had some vital organ removed is 100 per cent.

Disease is caused by nerve pressure, by interference with those channels which transmit mental impulses from the brain to every tissue cell in the body. If 100 per cent. of mental impulse is fully expressed in function, then we have Normal Health; a boon to which every human being is entitled. If there is interference and the Chiropractor is summoned, he goes at once to the seat of the trouble, adjusting the subluxated vertebrae to their natural positions by the use of his bare hands only. He then makes it possible for the full amount of life force to reach the diseased organs and in a short time Health is the result.

Why not try Chiropractic first, not last? Results speak loudest. No charge for a talk with us. Call to-day. A few adjustments have overcome chronic diseases of many years' standing. Your health is surely worth a few minutes' consultation.

DRS C. G. & BESSIE MCGILLIVRAY

Chiropractic Specialists

MIDDAUGH HOUSE, DURHAM, ONT

Winter Sports in Canada



Among the countries of the world Canada has long been without a peer as a summer resort. To-day it challenges the hitherto undisputed supremacy of Switzerland in the realm of winter sports. Who has not heard or read of St. Moritz, pride of the Swiss people and for long years the winter time Mecca of Europe? Canada has a score or more of places where all that St. Moritz can offer in the way of winter sports is not only duplicated but surpassed. The fame of these is spreading beyond the confines of this continent to lands across the seas. No longer is the Dominion pictured as a land which hibernates through a long and trying winter period. The truth regarding the invigorating and exhilarating winter climate of this country, with its joy giving and health imparting sports, is as great an advertisement for Canada as the enthusiastic laudations of the glories of its summer and early fall.

Quebec, the capital and picturesque, Ottawa, a agent and proud of, and a host of other cities and towns might be named as worthily claiming the attention of those who delight in the season's sports. But the Canadian winter of 1923 belongs, for many reasons, to the old, substantial, and progressive city of Montreal. If that municipality, in which the past and the present, the old and the new so harmoniously blend and combine, had nothing else to point to but Mount Royal it would still have much to boast of. But in addition to the famed toboggan slide of that same beautiful height, there are many attractions to charm and delight every visitor. It would indeed be almost impossible to detail in a single article the variety of the winter sports and recreations that Montreal will afford throughout the balance of this month and all of February. The Winter Sports Committee, selected by the citizens, is responsible for the arrangements which hold particular appeal to all interested in skating, skiing, curling, snowshoeing, hockey, ice-yachting, tobogganing and the like. Every Saturday in the period named, special ski

contests and exhibitions are held at the Montreal Ski Club, while every other winter sport has its special place on the program. It is doubtful if there has ever been anywhere such a remarkable program for winter sports, varied as it is by masquerades, balls and other social functions, and torch light parades amid the most striking natural surroundings. There is the glamor of romance over all, but there is also behind it the spirit of real Canadianism that knows how to blend its play and recreation with its work and its belief in the land that it loves. Montreal has spared no effort to show that Canada as a winter resort need take second place to none. Even now the success of its undertaking is assured. One of the greatest auxiliaries to that success is the Canadian National Railways, which sees in such plans and programs an opportunity not only of developing business, but of spreading knowledge of Canada beyond its own boundaries as well as among Canadians themselves.