

DOMINION DEPARTMENT WILL IMPORT LIVE STOCK

(Dept. of Agriculture Bulletin.)
Five shire horses as well as a number of sheep and swine, and, perhaps, a few cattle, are to be imported for breeding purposes into Canada from Great Britain by the Dominion Department of Agriculture this year. The horses are being donated to the Government by the Shire Horse Society of Great Britain. The Director of Experimental Farms and the Dominion Animal Husbandman have sailed for England to assist in making the selections of the horses at the London Horse Show which was held on the 22nd and 23rd of February. It is intimated that these horses will form the nucleus of a large stud of shires to be maintained at one of the western Experimental Stations. The hogs to be imported will include Yorkshire, Tamworth and Berkshire bears of bacon type.

While overseas, occasion will be taken by Mr. Archibald, the Director of the Experimental Farms system, to visit Denmark and make an investigation of the bacon swine industry, more particularly with regard to breeding and feeding methods employed in that country.

WREN'S MEMORY HONORED IN ENGLAND ON MONDAY

The bi-centenary of the death of Christopher Wren, England's most renowned architect, was commemorated last Monday. Among the many functions in connection with the celebration, the most notable, naturally, was held in St. Paul's Cathedral, Wren's greatest architectural work, which was built to replace old St. Paul's that was destroyed in the great fire of London in 1666. The new St. Paul's Cathedral was begun in 1670 and finished in 1710 and cost £747,660.

Many distinguished statesmen, warriors and artists are buried in the crypt of St. Paul's, or commemorated in the cathedral, including Wren himself, and Nelson and Wellington.

"ADVANCE" EDITOR FEARS WE MIGHT GET JEALOUS

(Flesherton Advance.)
The Owen Sound Sun-Times is making good as a county daily, and the management are to be congratulated. Still, there are one or two things that might be suggested by way of improvement. The most important of these is along the line of its already fine correspondent department. It has clever correspondents at Flesherton, Meaford, Hepworth and Lion's Head, but the smaller places such as Durham and Hanover are unrepresented. Little towns like these should not be overlooked, while Flesherton begs the pages. No doubt Br'er Fleming will rectify this matter as soon as his attention is drawn to it, otherwise Durham and Hanover might develop a jealous streak.

SPOKE PLAINLY TO GERMANS

(New York Times.)

General Degoutte, the French commander in the Ruhr, has a great reputation as a fighting soldier, but he also uses words with skill as well as energy. That is shown by some remarks made by him while discussing with a representative of the Associated Press the situation and prospects as he saw them.

"Germany," he said, never will fight unless she is stronger, or believes she is stronger than her adversary. The moment she feels that an opponent is the more powerful she surrenders." Then he became reminiscent. "She pleaded and begged for an armistice under circumstances in which the Allies would have considered that they had just begun to fight." And he added, in contrast: "We did not quit after Sedan. We fought to the finish, we lost and we paid." The close was a warning: "If she forces another battle on us we will not stay our hands by crying 'Kamerad'."

That is not suave language but it is not true that neither England nor France would have thought of giving up while they had the enormous power of resistance possessed by the Germans in November of 1918? There was, too, the surrender of Germany's great fleet without the firing of a single shot—an act so humiliating, so shameful, that the officers and men in the other ships turned away their eyes as from an indecent spectacle.

TREATMENT OF GRAIN FOR SMUT

(Experimental Farms Note.)

The smut diseases of grain are of considerable economic importance and every farmer should know how to combat them for the sake of his own crops as well as those of his neighbors. The treatments which have been devised are comparatively simple and should find a place in the routine of every farm. The following is a list of the common smut diseases of grain crops, with the treatments for each; this is followed by a detailed description of the treatments:

Wheat—Stinking Smut or Bunt

Thorough fanning of the seed grain will remove most of the smut balls. This should be followed by the formalin dip or sprinkle, which gives perfect control. Copper carbonate dust is giving good results and is easier of application, but it has not been tested sufficiently to warrant general recommendation.

Loose Smut.

This disease cannot be controlled by seed disinfection because the fungus spores are not carried on the surface of the seed, infection being produced by a small part of the fungus carried within the grain. Hot water treatment is the only means of control.

Barley—Covered Smut

Formalin dip or sprinkle.

Loose Smut.

This is similar to the loose smut of wheat and can only be controlled by the use of the hot water treatment.

Oats—Smut.

Use the dry formaldehyde treatment, or the formalin sprinkle. In the case of hullless Oats, either of these treatments causes a serious loss in germination of the seed, and copper carbonate dust should be employed.

Corn—Smut.

This disease is not transmitted on or in the seed grain, but is carried over in the soil from one year to the next and spreads in the field from infected to healthy plants, producing the smut "boils" on any part of the plant. A strict rotation, and as far as possible the collection and burning of the "boils" are the only means of controlling its spread. Following are the treatments:

Formalin Dip.

Fill bags half full of grain. Add one pint of formalin (40 per cent. formaldehyde) to 40 gallons of water, immerse bags in the solution for ten minutes, moving them up and down so as to drive out the air bubbles. Remove the bags and allow to drain and then spread out the grain to dry. Be sure not to replace the grain in the bags used for the seed before treatment, but either new bags or ones that have been soaked in the solution and dried. The solution does not lose strength by use.

Formalin Sprinkle.

Dilute one pint of formalin (40 per cent. formaldehyde) with 40 gallons of water. Pile the grain on a clean floor. Sprinkle the solution on the grain with a broom or sprinkling can. Mix well by shovelling over. When the grain is evenly wetted, pile it again and cover with clean bags for two hours, then spread it out to dry and put into clean bags. Forty gallons of solution is sufficient for 40 to 50 bushels of seed. If

seeding is done soon after the treatment, adjust the drill to allow a free flow of seed, or the stand will be too thin.

Dry Formalin Method.

Dilute one part of formalin (40 per cent. formaldehyde) with one part of water and spray this solution on the grain, shovelling over at the same time. One quart of solution to 50 bushels of grain. Cover the pile with bags or blankets for five hours. The seed can then be sown without drying.

Copper Carbonate Dust.

Two ounces of finely divided copper carbonate is used per bushel of seed. The seed and dust are put into a barrel and the open end covered by tying a piece of canvas or a sack over it. The barrel is then rolled around on the floor until the dust has been thoroughly distributed over the seed. This treatment can be done at any time prior to sowing.

Hot Water Treatment.

This is a difficult treatment unless there is live steam used in the dairy on the farm, or unless there is a cheese factory nearby where the treatment could be done. The bags of grain are placed in water and live steam turned in until the temperature is raised to 127 degrees F. Enough steam is then run in to maintain a temperature of 124 to 127 degrees for ten minutes. The bags are then taken out and drained and the grain spread out to dry.—F. L. Drayton, Plant Pathologist.

\$5,877,275, while 40 per cent. of the reasonable cost of the estimates submitted by the province was \$6,177,744.

SCHOOL INSPECTORS' SALARIES

(Chesley Enterprise.)
In the report of County Council proceedings in last week's Enterprise it was stated that the Equalization and Salaries Committee had set the salary of each of the two inspectors in this county at \$1,200 and \$500 for expenses. A subscriber since asked us if that was all inspectors were paid. That is all by the county, but the Legislature pays each of them \$1,900 with a small allowance for travelling expenses. Besides, the inspectors are paid \$12 a day for presiding at Departmental examinations and are also paid by fees that students put up for marking Entrance examination papers. The salary of each inspector is approximately \$3,600, but their travelling expenses in visiting about 100 schools each twice a year, come high. The position is a very responsible one and inspectors are often condemned for being too arbitrary when they are only carrying out the regulations of their masters in the Education Department.

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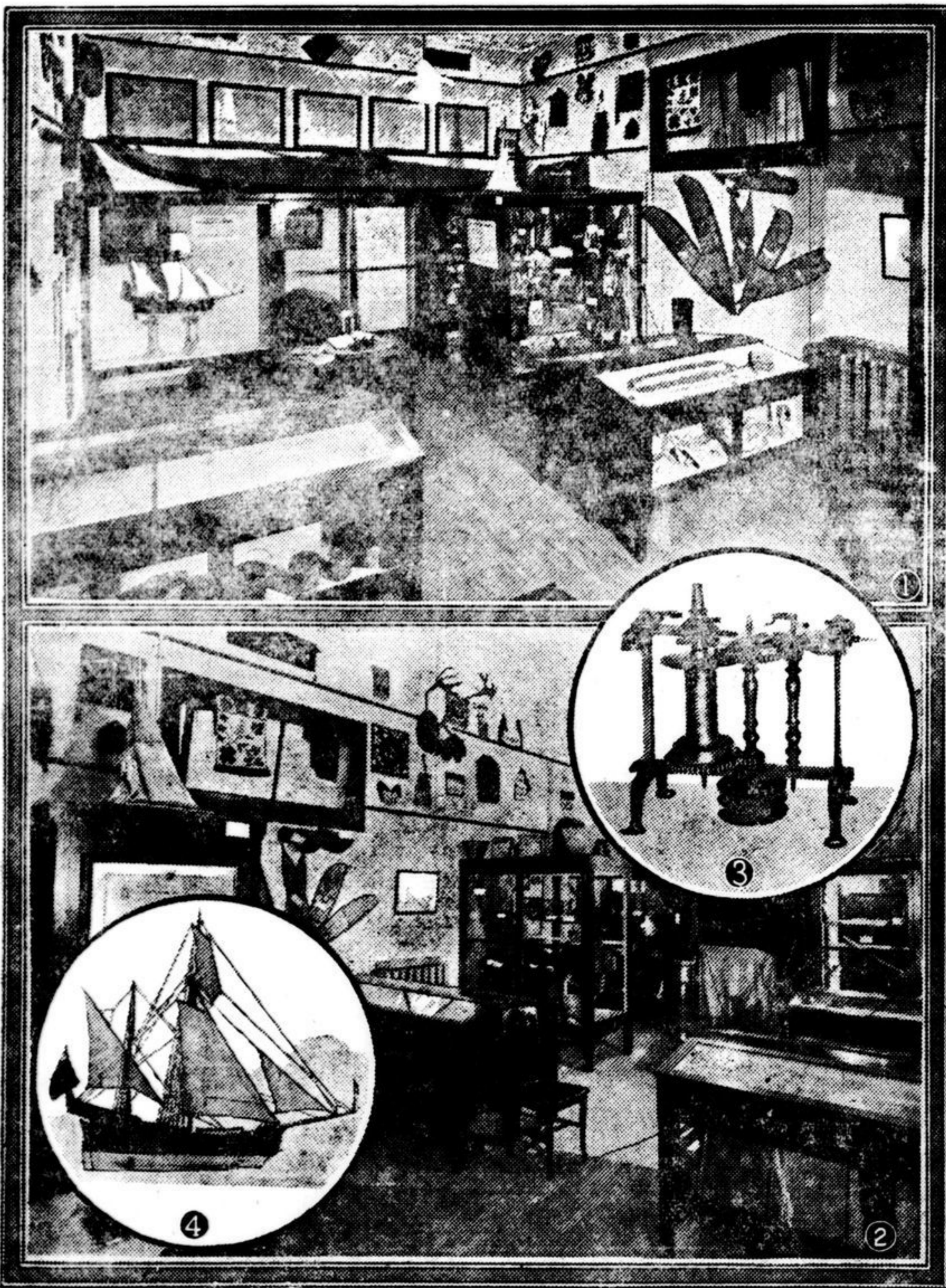
C. H. DANARD, B. A., Principal.
C. RAMAGE, Chairman.
J. F. GRANT, Secretary.

ONTARIO HAS PLANNED 651,561 MILES OF ROADS

Road projects totalling 651,561 miles at an estimated cost of \$15,444,362 were submitted by the Ontario Department of Public Works, under the Canada highways aid plan, according to information tabled in the House of Commons at Ottawa on Monday. Of the mileage submitted 638,631 miles at an estimated cost of \$3,374,447 were approved.

The amount payable to Ontario under the federal aid scheme was

WINNIPEG'S HISTORICAL MUSEUM



1 and 2—Corners in the Hudson's Bay Company's historical museum at Winnipeg. 3—An old-fashioned turn-spit, on which for many years the roasts were cooked at the H.B.C. port at York Factory. 4—A model of the "Nonsuch," the ship that brought the first H.B.C. adventurers to Canada.

FOR a comparatively young city, Winnipeg has many points of interest. None is more worthy of a visit than the historical museum that has there been established by the Hudson's Bay Company. The great company's history is the history of Canada's West, and no institution is better equipped to present the earliest history of that land in the manner that the Hudson's Bay Company has chosen.

The value of museums as an educational agency is now only beginning to be more generally realized. What book or series of books could give so comprehensive, so vivid or so unforgettably correct a view of the world's past ages as a few days spent among the treasures of the British Museum. The idea grows in Canada as educational facilities grow. McGill University has its fine museum and the Royal Ontario Museum at Toronto, it will surprise many to know, is one of the world's finest. Its already splendid buildings, soon to be enlarged, is overcrowded with a wonderful store of historic treasures which visiting scholars from abroad never fail to visit.

The object of the Winnipeg exhibit is to depict by means of relics, pictures, documents, models, etc., the history of the Hudson's Bay Company, the life of the fur trade, the story of the pioneer settlers and the costumes, dress and industries of the

aboriginal tribes. The exhibit is at present set up at the company's store at Winnipeg, and while not nearly as large as it may be expected to become, already occupies a series of rooms in that establishment.

The following principal divisions of the exhibit have been made for convenience: Early History, Furs, Indians, Life in the Service, Forts, Posts, and Stores, Fights and Wars, Land and Settlement.

From the time the natives of Hudson Bay welcomed the first H. B. C. ship in 1688 the Company has been on intimate and friendly terms with the Indians, and the exhibit of Indian relics will thus be of unique interest. This will be of all the greater value since Indian skill in handicraft is even now almost only a memory of past days. The other sections of the museum will tell the tale of the entry of the white man into the West, and the up-building of isolated trading posts that have become important and fast growing cities.

The photographs reproduced herewith give an excellent idea of the splendid beginning this exhibit has made. One item of particular interest is the splendidly built model of the "Nonsuch Ketch," the first Hudson's Bay Company ship to arrive in Canadian waters. Prince Rupert and associates outfitted two ships, the "Eaglet" and the "Nonsuch." These ships sailed from Gravesend, on the

Thames, near London, in June, 1668. The "Eaglet" turned back from a point near Hudson Strait, but the "Nonsuch" proceeded and on September 29th, 1668, anchored in the South of James Bay. Then and there a fort was built and named Fort Charles, and the river flowing into the Bay was named Rupert's River. Owing to the cargo of furs brought back by the "Nonsuch" in the summer of 1669, a charter for trading rights was applied for and resulted in the charter granted by King Charles the Second, on May 2nd, 1670, to Prince Rupert and his associates forming the "Governor and Company of Adventurers of England Trading into Hudson's Bay." And thus began the great Company.

The exhibit includes a large number of important and exceedingly interesting documents and maps, as well as a large collection of tools, household utensils, and weapons of by-gone days.

The later history of Western Canada is the history of the Canadian Pacific Railway, the building of which resulted in the creation of a nation west of the Great Lakes, and these two great institutions are still at work at their task of nation building, and preserving the history of Canada's past. The Canadian Pacific has also established an historic museum at Lake Windermere, B.C., in memory of David Thompson, the explorer of the Rockies.

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Ar. Guelph	9.45 a.m.	5.36 p.m.
Ar. Brantford	1.00 p.m.	8.35 p.m.
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