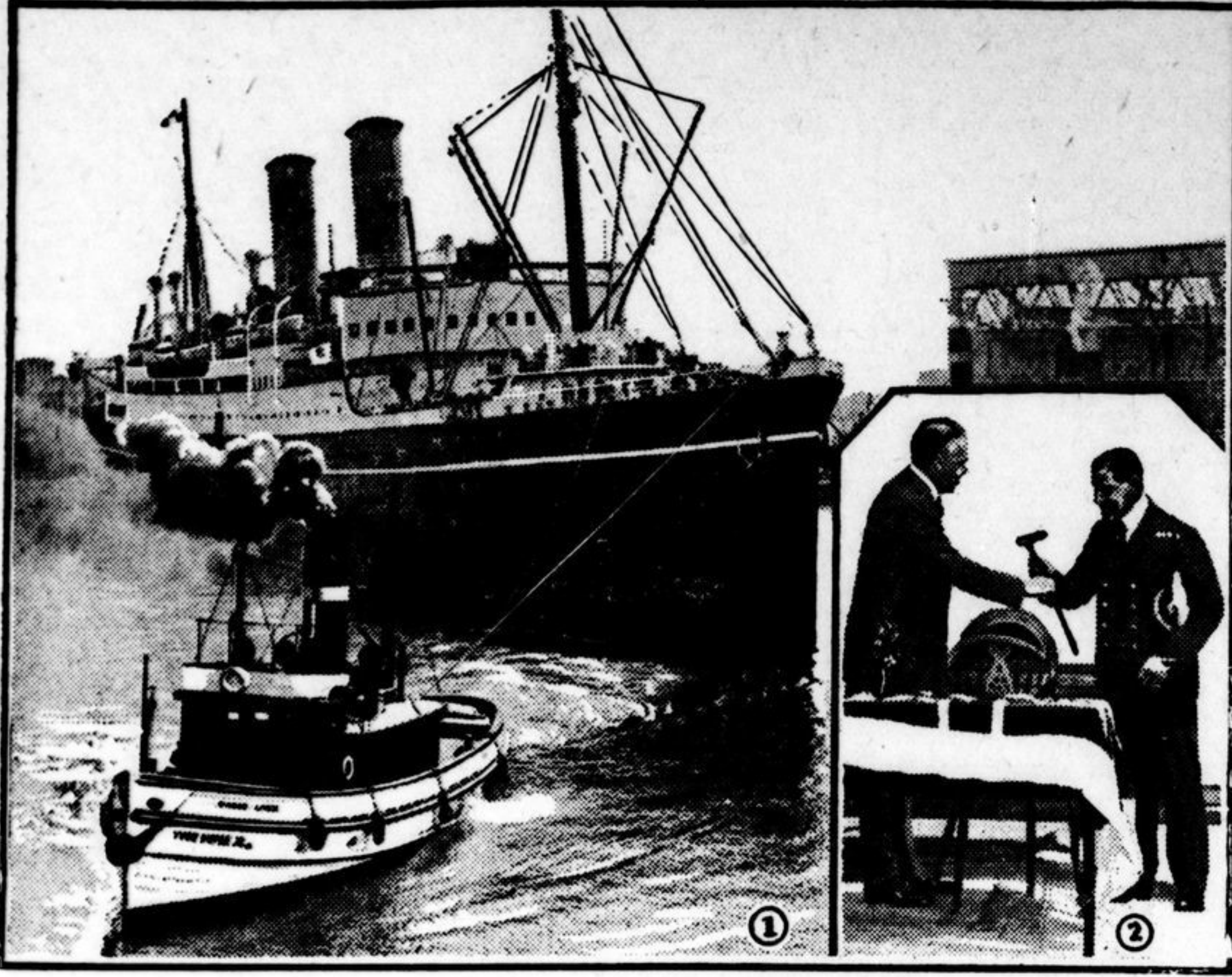


# Montreal Honors First Skipper in Port



1. C.P.S.S. Montrose bringing first passengers to Montreal, 1923 Season. 2. Captain Edmund Aikman, Commander of the Bolingbroke.

TWENTY years ago Montreal was but a "mere calling place for ships." It had practically no modern cargo-handling devices or equipment, its wharf sheds were just wooden shacks which were actually taken down in winter to prevent them being blown away, and much of the merchandise was stored in the open air at the mercy of the wind and weather. Now Montreal is the greatest port of Canada and it is the best located. From a mere riverside stopping place for ships, it has stepped into the front rank of ocean ports, and has become equipped with facilities for the accommodation of ships and for the handling and storing of freight that are unrivalled on the continent. Despite the fact that Canada has less than 10,000,000 population and that the United States has more than 110,000,000, Montreal now handles a greater volume of business than any port on the American continent with the solitary exception of New York.

The principal reasons for Montreal's supremacy are the facts that it is nearly one thousand miles inland from the ocean, at the head of deep water navigation with direct access to the Atlantic, and that behind it is

a through route right up to the head of the Lakes at the Twin Cities, a thousand miles further inland. Were it an all year port, Montreal would be the chief one of the continent, but for some months winter closes the beautiful St. Lawrence route, and the vessels fretting at the mouth of the great river must wait until the ice goes out in the spring before they can make their way westward.

About fifty years ago, the Harbor Master originated the idea of presenting a tall silk hat to the captain of the first vessel to arrive in the spring with a transatlantic ship. This custom was observed for about thirty-five years, then, as the top hats lost their popularity, a gold headed cane was presented instead by the Harbor Commission.

This year the cane was presented to Captain Edmund Aikman, of the Canadian Pacific S.S. Bolingbroke who had just completed his first voyage in command. The Bolingbroke left London for Montreal on April 9th, calling at Antwerp en-route, arriving three hours ahead of her nearest competitor on May 3rd. The liner "Montrose" of the same line, the first passenger vessel to reach the port in 1923, arrived two days after.

and poles can only be placed thereon as belonging to the municipalities and must be removed without cost when instructions are given by the County authorities.

The costs will be considerable in this case. Mr. I. B. Lucas acted for the Hydro Commission and Mr. Middlebro for the County.

## Here and There

Panama canal tolls for April amounted to \$1,878,987.

About \$2,300,000 is to be spent on the construction of roads and bridges in the province of British Columbia this year.

The Customs and Excise revenue for April amounted to \$20,500,000, an increase of \$5,000,000 over the receipts of April of last year.

Emigrants numbering 15,000 left Scotland for Canada during the first four months of the year, according to consular estimates in Glasgow.

Canadian flour has at last been placed on the Panama market. One boat has just loaded the first consignment of any size, 1,000 barrels being taken.

Seventy-five per cent. of the copper produced in Canada in 1922 was the output of British Columbia mines. The Canadian production for the year was 43,321,402 pounds, of which British Columbia accounted for 32,432,521 pounds.

The famous Chateau Frontenac husky dog team, remembered by visitors during last winter's sports season, is being perpetuated. One of the dogs has just given birth to three pups, and if the youngsters turn out to be like their parents the Chateau Frontenac team is likely to continue winning dog derbys.

Fishing licenses in the Maritime Provinces have been reduced. The special fishery regulations for Nova Scotia, New Brunswick and Prince Edward Island have been amended to provide that in many instances where the license has been more than a dollar it will now be one dollar.

No limit will be set to the help to be offered to new settlers in the agricultural sections of the province of Quebec, according to Premier Taschereau. The latest government provision is to pay colonists at the rate of \$4.00 per acre for land cleared on their colonization lots since 1920. \$7,000,000 have been voted for provincial colonization.

The decision of the Canadian Pacific Railway Company to scrap agreements of sale with 30,000 Canadian farmers in the west and enter into new contracts with them, extending over 34 years on an amortization basis, will affect agreements of a value of approximately \$100,000,000, and relieve many farmers of heavy, pressing debts.

The new motor ferry operated between Victoria, B.C., and Bellingham, Wash., develops a speed of 14 knots in adverse weather. This motor driven vessel, recently launched, is the first of its class to be used in this service and the first to be added to the Canadian Pacific fleet. It has a capacity for 50 automobiles.

Abraham Martin, first Scotch settler in Canada, first King's Pilot on the St. Lawrence and first farmer on the Plains of Abraham, which were named after him, has been honored by the Canadian Pacific Steamships, Ltd., at Quebec by the erection of a granite shaft. Hon. Athanase David, Provincial Treasurer of Quebec, officiated at the unveiling ceremony recently.

Two thousand Canadian Red Men are expected to participate in the Calgary stampee and to move on to Banff for their celebrations and pow-wow on the Indian Days, July 16th and 17th, during which the citizens of Banff will act as hosts. Pony racing, wrestling on horseback, shooting with the bow and arrow, tent-pitching and camp making contests are among the features.

## PRaises Newspapers of GREY AND BRUCE COUNTIES

While in Owen Sound a few days ago, says the Sun-Times, Mr. C. W. Knowles of the British & Colonial Press Limited, of Toronto and Montreal, was warm in his praise of the newspapers of Grey and Bruce Counties. Mr. Knowles has been making a general tour of Ontario and the Eastern Provinces, and visiting all the newspaper plants. In speaking to The Sun-Times he said that in his opinion the newspapers of Grey and Bruce Counties were superior to those of any other district in Ontario, or in fact in any other part of Canada. He spoke very highly of the way in which many of the newspapers are serving their localities. He contended that the newspapers here showed more enterprise, are better from a typographical standpoint and cover the news of their field better than any other group of newspapers in the country.

## NOT A SELF-STARTER

(Dundalk Herald.)  
In the absence of the editor of this g.f.j. on a holiday jaunt last week someone borrowed the family wheelbarrow (our only wheeled vehicle)

from the back-yard. The machine is not a self-commencer, neither does it run on its own power. Would the party who borrowed it kindly head it towards home and push it along regardless of speed limit. We need the vehicle for spring work.

# ZAM-BUK

Nothing else known to science performs the same marvellous healing and dispels disease from the tissues as Zam-Buk does. This pure herbal balm takes the fire out of a wound or sore, kills and repels germs and grows fine new skin. Zam-Buk is acknowledged

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SMITH BROS., Durham, Ont.

FORD MOTOR COMPANY OF CANADA, LIMITED, FORD, ONTARIO

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## SINCE FATHER BOUGHT A FORD

Dear Cousin John, I write to you to say Pop's got a car, it just arrived today. It's one of them there "Lizzie" kind that wheezes when it runs. An' makes a noise when startin' like a dozen gatin' guns. A "used car" said the agent, but I'll call it second-hand. Like one that's seen some better days an' ain't in much demand; The tires hold their wind just now, but goodness knows how quick one of their sides'll give a gasp like something very sick. An' chuck their ghost; but Pop says, "Never mind. I'll always have an extra one a-hangin' on behind!" The radiator leaks a bit an' shows some signs of rust. The hood has lost its polish and is thickly spread with dust; The engine hits an' misses like a baby with the croup. An' ma, she named the bloomin' thing "the old man's chicken coop."

But Pop's as tickled as a kid. He swears the agent said That ridin' in the car would be like in a feather bed. An' a little bit of polish an' a little oil an' time Was all we'd need to get the boat a-runnin' smooth an' fine. He claims he's got a bargain but ma says he is a fool. An' ought to be a-playin' with the kids down at the school; Well, anyhow, we've got the car—it cost two hundred bones— A dollar down an' one a week an' a mortgage on our home; An' so, sometime, if you should see us chuggin' by your door You'll know it serves the purpose that Pop paid his money for; But if we don't you'll know that we are likely stalled somewhere In front of some one's garage, a-waitin' for repairs.

—YOUR COUSIN BILLY.

WD-41.

Radio bugs, here's good news: Production of WD-41 tubes is nearing 10,000 a day and the shortage soon will be ended, says James G. Harbord, president of the Radio Corporation. This tube, as fans know, eliminates the bothersome storage battery and uses a dry cell instead. It's just a matter of time, probably until an inventor discovers how to do away with batteries entirely. It seems impossible now, but radio is in very crude condition compared with what it will be in the future. Grandpa can tell you how crude the phone was in its early days, when you had to crank several minutes to get Central, then said: "Give me seven rings on 34."

"How far can your ancestors be traced?" "My grandfather was traced to Australia, but he was never caught."

## CHURCH UNION AS SEEN FROM BOTH SIDES OF QUESTION

(Winchester Press.)  
The daily papers and many weeklies are publishing columns of letters on the question of church union. We have read a few of them on both sides of the question and what has impressed the editor of The Press most is, not so much the bitterness of the controversy, but the utter lack of the larger vision of the Christian life, the prospective of a bigger, better, brighter and broader Christianity. Clergymen of different denominations will meet in conference to talk over and plan for the uplift of the masses and extension of the Kingdom of Christ, but when it comes to the union of the churches they draw back into their denominational shells and look daggers at one another while the world looks on and in derisive tone exclaims: "See how those Christians love one another." The attitude of too many of the controversialists is, "We want the Kingdom of Christ extended, but we want it extended according to our system."

## ALL SAID

A shopkeeper had in his employ a man so lazy as to be utterly worthless. One day, his patience exhausted, he discharged him. "Will you give me a character?" asked the lazy one. "The employer sat down to write a non-committal letter. His effort resulted as follows: "The bearer of this letter has worked for me one week and I am satisfied."

Another good way to get thin to music is to keep on working while the dinner bell rings.

## Silver Black Foxes

A limited number of shares for sale in

Priceville Fox Co., Limited Priceville, Ont.

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All registered pure bred stock. Low capitalization. All common stock. Absolutely no watered stock. Ten years experience breeding. Stock from P.E.I.

Write for further particulars to PRICEVILLE FOX CO., Limited PRICEVILLE, ONT.

## AN IMPORTANT CASE DECIDED

At the Assizes in Owen Sound on Monday Mr. Justice Rose gave judgment in the case Hydro vs County of Grey, the judgment being "case dismissed," with costs against the Hydro Commission of Ontario. This case was begun in 1920 by the Hydro Commission rendering an account to the County of Grey for about \$1,800 for moving Hydro poles on the Good Roads system.

Mr. J. A. Boyd, the Reeve of Markdale, who was then Chairman of the Good Roads Committee, was favorable to the payment of the account, but Mr. W. Calder, the then Reeve of Durham, who was a member of the Committee, opposed the payment of the account on the grounds that the roads belonged to the County and the Hydro should move their poles if obstructing or in the way of building County Roads. This contention was sustained by the majority of the Committee.

During 1921 and 1922 Mr. Calder was chairman of the Committee and the matter was to a great extent left in his hands. During 1921 suit was entered by the Hydro Commission against the County for the above amount and in 1922 the action was amended by adding another \$1,000 to the bill. Several attempts to have the case tried during the last twelve months have been made, but several postponements have taken place.

The decision means a great deal to the County of Grey as well as every other County in the Province. By the decision, the roads are regarded as belonging to the municipalities

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