

Poultry

Raising turkeys is one thing, marketing them profitably is quite another. The marketing problem, despite the fact it is usually looked upon as one of simplicity itself, is a problem of no little importance, for here rests the harvest, much or little, for the season's toil.

Turkeys, whether sold for breeders at a fancy price or sold to the merchant for Thanksgiving or Christmas trade, should have some special care along about the first of October. In either instance they should be kept on range as long as possible for health, but given very different care otherwise.

Turkeys of good breeding—that is, purebred stock—are always in good demand for breeders. Keep such turkeys on range as long as possible and feed very little fattening food. A diet of wheat, corn and millet is good, given very sparingly to avoid an over-fat condition. Unless such grains are of first class quality, thoroughly matured and free of sap and mold, it is better to toast them in an oven to a light brown before feeding. Fat, it is well to remember, is an objectionable feature in breeding turkeys.

Turkeys for the Thanksgiving and Christmas trade should be fat, yet producing this fat condition and saving the turkeys is not an easy matter, for it is well to remember no fat turkey is long a healthy one. To produce a fat turkey, therefore, and at the same time a healthy turkey, one must bring about this fat condition by degrees, and not abruptly.

Exercise is essential for health, therefore such turkeys should be kept on range as long as possible and given fattening foods, such as corn, for a period of two or more months, gradually increasing the amount till turkeys show prospects of getting fat by marketing time.

Feeding of Bees.

Two of the essentials for good wintering of bees are young bees and ample stores. To secure the first, young bees, a natural fall flow or an artificial flow produced by feeding is required to stimulate brood production. If ample stores are lacking, they must be provided by feeding.

The feed supplied may be either a honey or a sugar syrup, and in making the latter none but the best of white granulated sugar should be used.

For stimulative feeding, a light syrup of approximately one part honey or sugar to one part water is best. This syrup may be given to the bees in various ways, but the one most generally used is the honey pail method which consists in inverting a 5 or 10 pound honey pail of syrup over the frames, the cover of which pail has 3 or 4 holes in it pierced by a fine nail.

Colonies wintered in cellar should weigh 60 to 65 pounds, without hive cover, and those wintered outside 70 to 75 pounds. Any deficiencies should be made up by feeding one pound sugar for every pound lacking in stores. The syrup given in this case should consist of 2 parts sugar to one part water or 5 parts honey to one part water and should be fed from 10 pound honey pails, as above described, each pail having 40 to 50 small nail holes in the cover. Fee may be given either hot or cold. When fed hot, however, there is a greater danger of granulation but the syrup is more readily taken down by the bees.

Feeding should be done about the first of October, as rapidly as possible and in the evening to avoid disturbance.

Canadian Wheat and Flour.

The remarkable development of the demand for flour in the Far Eastern markets and its satisfaction by the shipment of Canadian wheat and flour through Vancouver, constitutes in the view of the London Times a grave danger to the British food supply. In an editorial the Times notes that whereas in 1922-23 there were exported through Vancouver alone 770,000 bushels of wheat to China and 2,610,000 bushels to Japan, in the following year exports to China had increased to 5,206,000 bushels and to Japan to 7,058,000 bushels. During the same period exports of flour had increased from 99,000 barrels to 202,000 barrels to Hong Kong, and from 270,000 barrels to 504,000 barrels to China. Reviewing the population figures, the Times continues:

"It is clear that there is nothing inherently improbable in a further rapid increase of the demand for wheat and flour in the Chinese market in the near future, and it is equally clear that such a demand must be met from a surplus production for which these islands compete. The development of modern milling in Shanghai and other ports in China in recent years has been amazing, and it costs less to bring wheat to Shanghai across the Pacific than from the northwestern province of China. This year the lateness of the grain crop in Western Canada will probably result in the exportation of a larger portion through Vancouver than through Montreal by water. It would not be right to declare the situation is alarming, but no one who looks to the future rather than at the immediate present, can fail to recognize that if this country is compelled to continue to import four-fifths of its wheat requirements, it is impossible to view without anxiety the development of an important competitor for the surplus supplies which are now available."



Shopping Round the World

This kind of shopping is a thrilling sport—an opportunity to acquire extraordinary treasures and experiences. Egyptian hammered brass in Cairo. Intricate Indian jewelry in Bombay. Gorgeous tortoise shell combs in Ceylon. In Batavia, the genuine batik; in Peking, matchless mandarin coats and rare Siberian furs. Japan reveals lovely kimono, geisha costumes.



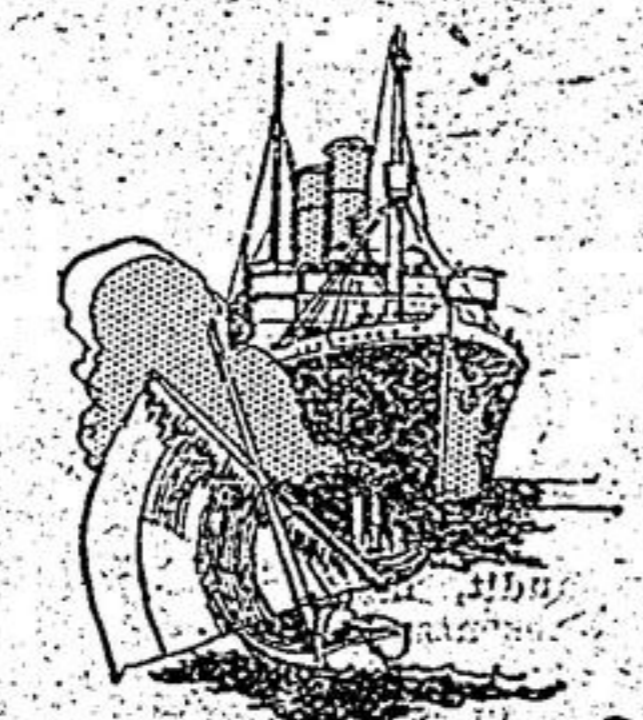
Dancing Round the World

On the Empress of France, the voyagers will have their own crack orchestra. In the Gateway Ports, they will have shore dances arranged for them at famous hotels and cafes.



Hoteling Round the World

Look up the famous hostesses of Naples, Cairo, Bombay, Colombo, Shanghai, Hongkong, etc., hostesses celebrated wherever globetrotters get together. All these, too, will come within the voyagers' experiences. Some, for overnight stays. Others, for luncheons, dinners, and receptions. They are a part of the shore "explorations."



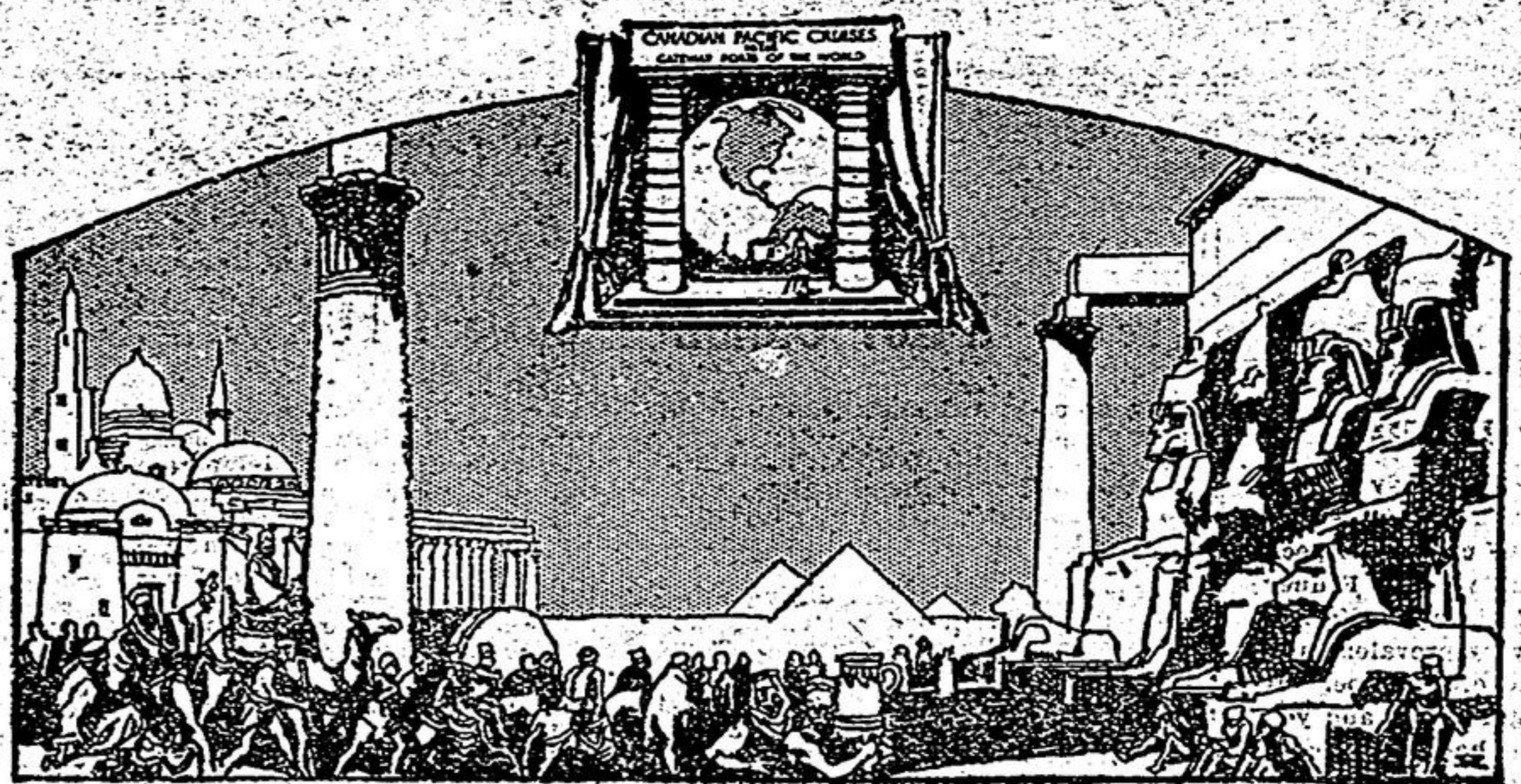
Private-Yachting Round the World

"Private-Yachting" is the entire scheme of the cruise. The atmosphere is that of a jolly cruising party. The accommodations are luxurious, and bouy. The service has that personal touch, while the ship itself will poke in here, poke in there.



The Citizen of the World

One meets the romantic civilizations of the past—Roman, Hebrew, Egyptian, Hindu, Japanese, Chinese. One meets the romantic peoples of today. One sees the monuments, the arts, the customs of African, European, Asiatic lands. It is out of such contacts that emerges the citizen of the world.



The Cruise Extraordinary Round the World

Leaves New York January 14 Returns to New York May 23

A Few of the Many Features Extraordinary

- 130 Days from New York to New York
- 53 Days for Shore Explorations.
- An unexcelled Itinerary.
- A Holy Land-Egypt Exploration—Overland Haifa to Jerusalem to Cairo.
- A Delhi-Agra Excursion—Overland from Bombay to see the famous Taj Mahal.
- All passengers visit Ceylon—Colombo, Mount Lavinia and Kandy.
- A Sumatra Exploration—Overland to Padang-Pandjang.
- A Peking Exploration—that most fascinating city in China.
- A Japan Exploration—Kyoto, Nara, Tokyo, Nikko and Kamakura.
- Return via Hawaii, Victoria, B. C., Vancouver, B. C., San Francisco, Panama Canal and Havana.

And all the above, with many others, are included in the fare—No Extra Charge.

INTO the planning of this cruise, the world's greatest travel system has put its greatest effort. The result is a voyage which visits the Gateway Ports of the world and explores the Romance Lands of the earth;

a voyage which combines the jollity of a private yacht, with the luxury of an Empress liner;

a voyage which includes practically all the great experiences which makeworld travel the prized human adventure.

a Ship Extraordinary

The ship which will carry the Round the World voyagers is the Empress of France. She is famous for her cruiser lines and cruiser-speed.

Her public rooms have interiors done by noted decorators; they contain many art and furniture treasures. Her cabins and suites are appointed for living in best hotel style. Her service and table are of Canadian Pacific standard, exceptional even among the best.

Her engines are oil-burning, which insures cool cleanliness. Lord Renfrew (the Prince of Wales) chose the Empress of France twice for voyages.

the Route

The route is eastward from New York. It follows springtime around the globe. The Mediterranean ports are visited at the height of the Riviera season. Palestine, before the heat and dust. Egypt, at its gayest. India, in its cool season. China, in its smiling mood. Japan, when the cherry blossoms burst. Back to America, in beautiful May. This is the route of perpetual loveliness.

the Gateway Ports

27 different Gateway Ports are visited. First Madeira. Then the Mediterranean, calling at Gibrat-

tar, Algiers, Monaco, Naples, Haifa, for the Holy Land, Port Said for Egypt. Then, into the Indian Seas. Suez, Bombay, Colombo, Padang, Batavia, Singapore. Up the Orient's coast—Manila, Hongkong, Shanghai, Taku, Kobe, Yokohama. Homeward, by way of Honolulu, Hilo, Victoria, B.C., Vancouver, B. C., San Francisco, Balboa, Colon, Havana—to New York.

the Excursions Inland

Each of these Gateway Ports is truly a gateway—to some place, some people, some experience of romance. So, at every port, the voyagers will debark for sightseeing. Some times, for one day, as at Algiers; time enough to do the Arab quarter, and the French town, to lunch and dine at famous cafes, and to shop in the Street of the Jewelers. Again, for an entire week, as at Haifa; from here the voyagers strike inland to Jerusalem, then south to Cairo, for a trip up the Nile, to the Pyramids, etc. A port such as Hongkong is not only fascinating in itself; it also leads to Canton, city of swarming Chinese life.

For these inland excursions, the voyagers will be quartered at leading hotels—taken about in motor cars or rickshaws with best native guides.

the Days at Sea

The days on ship-board will be as pleasurable as the days on land.

Deck sports, athletic competitions in the afternoon. Then into the tank! Followed by a 100 per cent dinner for 100 per cent appetites. Dancing in the ball room to an irresistible orchestra. In between, lectures, entertainments, fancy-dress balls, bridge and mah-jong.

Following the ship over her entire 130 days will be the long arm of the Canadian Pacific—that vast organization which girdles the globe with steamships, railways, hotels, and offices. All its facilities exerted all the time to command the best for its guest and to free them from every care.

Canadian Pacific

IT SPANS THE WORLD

FASCINATING PLANNING LITERATURE

You will want to do something—go somewhere next winter. Why not make it the cruise extraordinary? It costs no more, per week, than comparable living at a shore resort or hotel.

Now is the time to look into the details. The planning literature is complete, beautiful, and fascinating. There are publications covering every phase of the cruise, all compiled by the Canadian Pacific experts. Just write—Send me the Gateway Ports of the World Cruise series, addressing:

J. E. Parker, Genl. Agent, Pass. Dept., 1 King St. East, Toronto.

Personal Service—If you wish to have the assistance of an experienced travel-man, a representative will call.

The Experimental Farm System.

Much interesting and valuable information is contained in the report for 1923 of the Director of the Dominion Experimental Farms, Mr. E. S. Archibald, B.A., B.S.A. It tells in concise and condensed form of the doings in 1923 of the fourteen divisions of which the Central Farm at Ottawa consists, of the twenty-three branch Farms and Stations, of the half dozen Substations in Yukon Territory, in Northern Alberta, Northern British Columbia, and Northern Quebec, and of the Illustration Stations, the number of which was increased during

1923 from 89 to 126. There were, when the report was prepared, six Illustration Stations in Prince Edward Island, fifteen in Nova Scotia, seventeen in New Brunswick, thirty-five in Quebec, seven in Ontario, twenty in Saskatchewan, twelve in Alberta, and thirteen in British Columbia. In every instance these Stations are established in districts where it is considered they will be of most assistance to farmers. With every province having its Farms or Stations extending east, west, south and to the opened-up districts of the north, it will be seen that the Dominion Experimental Farm System penetrates to all the confines of the country.

Can Identify Apple Trees by Their Leaves.

The identification of varieties of apple trees, previous to bearing, from the character of the leaves, is being undertaken by the Horticultural Division of the Dominion Experimental Farms Branch, according to the report of the Director. Up to the present time, it has been found possible to identify sixteen varieties in this way. A system whereby the variety may be determined from the leaves of the tree, and without waiting for the fruit, will be of great practical value to the orchardist, as well as to the nurseryman. It not infrequently happens courts

that trees prove untrue to name when they come into bearing. By the system referred to, it will no longer be necessary to wait for five to eight years until this stage is reached, but the young orchard may be gone over the year after planting and untrue varieties discovered. By the same method the nurseryman may positively identify his stock and thus prevent loss and disappointment to purchasers. Crime is stated by an American Judge to be due to a physical defect of the brain. This is based on the results of 40,000 tests made in the Chicago courts.

Illustration Stations in Ontario

The Illustration Stations conducted under the Dominion Experimental Farm system are being constantly extended in number. Last year special attention was paid to Ontario, seven Stations in all being established, two in Eastern Ontario, at Bourget, Russell county, and Curran, Prescott county, and five in Northern Ontario, all in Temiskaming county, namely at Cochrane, Genier, Matheson, Porquis Junction, and Valgagne. The total number of Illustration Stations included in the system was increased in 1923 from 89 to 126.