

**HOME CANNING
IN TIN CANS**

The tin can as a container for home canned fruits, vegetables, meats and fish is becoming increasingly popular every year and the reason for this is that canning in tin cans is quicker, easier and cheaper than canning in glass, states R. W. Arengo-Jones, Horticultural Division, Central Experimental Farm, Ottawa.

After witnessing the conglomeration of cans which went out of Stouffville last Friday on the annual can day, we agree with Mr. Jones about the can's popularity.

Successful canning in tin cans requires a reliable can closing machine and a pressure sterilizer for vegetables, meats and fish. Both these pieces of equipment can be purchased quite cheaply and they will last for many years if properly cared for. The pressure sterilizer may be used for cooking every day meals as well as for canning and for this reason will be found very useful.

Both the can sealer and the sterilizer are sold in a wide range of sizes to suit every need. In country sections where a lot of canning may be done, it is a good plan for several families to purchase the equipment co-operatively, selecting the larger models, and then, by helping each other during the canning season a remarkably large quantity of foodstuffs may be preserved for winter use.

The only difference between canning in tin cans and canning in glass is that the tin cans must be sealed while the contents are hot. This is necessary in order to exclude air from the can as it is only in the presence of air that the acids in fruits and vegetables can attack the metal of the can. Furthermore, since the filled cans are cooked following sealing, hot filling will reduce the internal pressure developed by the sterilizing treatment.

Plain tin cans are used for most vegetables and for all but the colored fruits. Red colored fruits fade in plain cans, so cans finished on the inside with a protective enamel are used. Certain kinds of vegetables, such as Lima beans and corn, will darken in plain cans and a special can finish, known as C. Enamel, is provided for them. Using present day equipment and reliable canning instructions, home canners may have as much confidence in their own products as they have in commercially canned fruits and vegetables.

\$375 TOP PRICE FOR BULL

Uxbridge, May 31—A syndicate of Uxbridge breeders paid \$375 for a bull, whose grandmother was the famous Springbank Snow Countess, world champion Holstein for life-time milk production. The bull was sold by T. R. Dent at the Canadian National Holstein sale in Woodstock last week and brought the top price of the

day. Last year a monument was erected in Woodstock to Springbank Snow Countess to honor her unique milk production.

**HOLSTEIN CLUB
PLAN PICNIC**

The York County Holstein Club has completed plans to hold their annual picnic at the new Glenwood Park, just south of Markham, on Saturday, June 4th, when the newly appointed chairman of the Milk Control Board, C. M. Meek, will be the guest speaker. Mr. Meek is a former York County man and the Club hopes there will be a large turn-out to greet the chairman on this, his first public appearance in the County.

For a few years, the York Club has joined Peel and Halton Clubs but with the large number of owners of Holsteins, grade and pure bred in the County, the Executive thought that they should make this an all York Day and of course, owners of other breeds are cordially welcome. There will be everything there to make it a real picnic—races, games swimming, horse-shoe pitching and park lunches in the shade.

President S. B. Watson of Agincourt and the other officers are sparing no effort to make this a real day for the families of all Holstein lovers. They hope also to have a special lady speaker to address the ladies and after the sports, a judging demonstration and competition for which local merchants and salesmen have kindly provided valued prizes.

The entrance to the park is just one half mile south of the Markham corner and as lunch will be served at 12 o'clock standard time, the committee would like the ladies to have those bulging baskets at the "cook house" in good time to prepare for the hungry husbands and famished families.

**BABY CHICK SHIPMENT
PRESENT DAY MARVEL**

Shipment of baby chicks in a commercial way is a development of the last 25 or 30 years, being even more recent than the introduction of the automobile. It was made possible by the discovery that the chick, in common with some other birds, takes into its body just before it is hatched a supply of food sufficient to nourish it for a week or more. The scientific world has always stood in awe of the wonderful provision of Nature whereby there is included in an egg all of the elements required to grow and bring into being an organism of as high an order as the baby chick, with the simple addition of appropriate heat.

It required, however, the knowledge of the availability of a natural food supply to make possible the presentday baby chick business. Chicks are now shipped as far distant as 1,000 miles from the point of hatching without the necessity of feeding or watering. All that

is needed is that they be given sufficient ventilation and boxed in such a manner that their own heat can be preserved, and also provision made for supplying the necessary warmth. This shipment of chicks is in reality one of the present day marvels in modern scientific achievement and is one of the many advances that have taken place in agriculture in recent years.

One of the first persons in North America to make commercial shipments of baby chicks was a Canadian—the veteran poultryman, W. H. Fisher, of Ayton, Ontario. The original chick box used in the first shipment is prized almost as a museum piece by the people of that town. From small beginnings the trade in chicks has grown until to-day on the continent of North America over 100,000,000 baby chicks are distributed annually. Of this number, Canada accounts for about 12,000,000.

**Politeness and
Manure Give
Autoist Lesson**

A one-man war against that pest of the highways, the motorist who, on the slightest provocation, makes bedlam with his horn, was declared, waged and won today by a farmer on the Atherley bridge, near Orillia, on Saturday morning.

The farmer, seated on a loaded manure spreader, was driving his team across the bridge. He was driving slowly. He had to. The load was heavy, and his team was not built for speed.

The motorist, driving a dazzling sport coupe of expensive make, dashed into sight, and snorted to an unwilling crawl behind him. Traffic made passing impossible. The motorist honked his horn impatiently. The farmer did the only thing he could do—he kept on driving, neither faster nor slower, but at the same, even pace. The motorist sounded his horn again. The farmer waved his hand to indicate that he would turn out as soon as possible. That wasn't good enough for the man in the pretty automobile. He honked again. He lost his temper. He kept on honking.

It was then that war was declared. The farmer lost his temper, too. He put his hand to the lever that is fixed to the side of all manure spreaders. It operates a gear-driven series of rollers which drag the manure to the back of the wagon, and into the maw of revolving, paddle-like blades which scatter the stuff in all directions. The farmer pulled that lever. The roller rolled. The blades revolved.

The honking of the horn became a frantic wail as motorist and motor car disappeared in a reeking cloud. Still the farmer didn't look back. He just kept on driving—just kept on keeping the rollers rolling, and the blades revolving. The cloud kept growing. The horn stopped sounding. The coupe stalled. A very dapper little man then sprang out of the spattered machine and raced up to the placid agriculturist on the manure-spreader.

"Listen here, you" he began.

"Friend," broke in the farmer, "that stuff on your car would have fertilized a whole field of corn. May be you can grow politeness in it. If you can, I'm satisfied. There's no charge. Giddap."

And he left the little motorist, silent, on the bridge.

A FREE CROSSING

After a trip to England to see his mother, who is ill, John Cuttridge of Fergus returned to town last week. He claims to have made a record for an economical return trip across the Atlantic, the only cost being the five dollars for his passport. He got rides to St. John and joined the crew of the cattle boat, Manchester Citizen, working on that ship on his way to England. He turned on the same boat, taking 13 days to make the trip, this time to Montreal, and arrived in Fergus on Thursday of last week. He says that while it is necessary to work on the eastward trip, there is no work on the return trip to Canada.

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**Twenty Years
Annual Increasing
Business**

It is not by mere chance or coincidence that our production of Butter should be increasing year by year. There is a very good reason for it. We know it and our cream shippers know it. You also may know if you will ship your cream to us. The demand for our butter is even a step ahead of our production. We therefore must use more cream and would welcome new shippers. Our truck will call or you can make your own delivery at one cent per lb. of butter fat extra.



Stouffville Creamery

Phone 18601
In addition to our daily service we are open Tuesday, Thursday and Saturday evenings



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