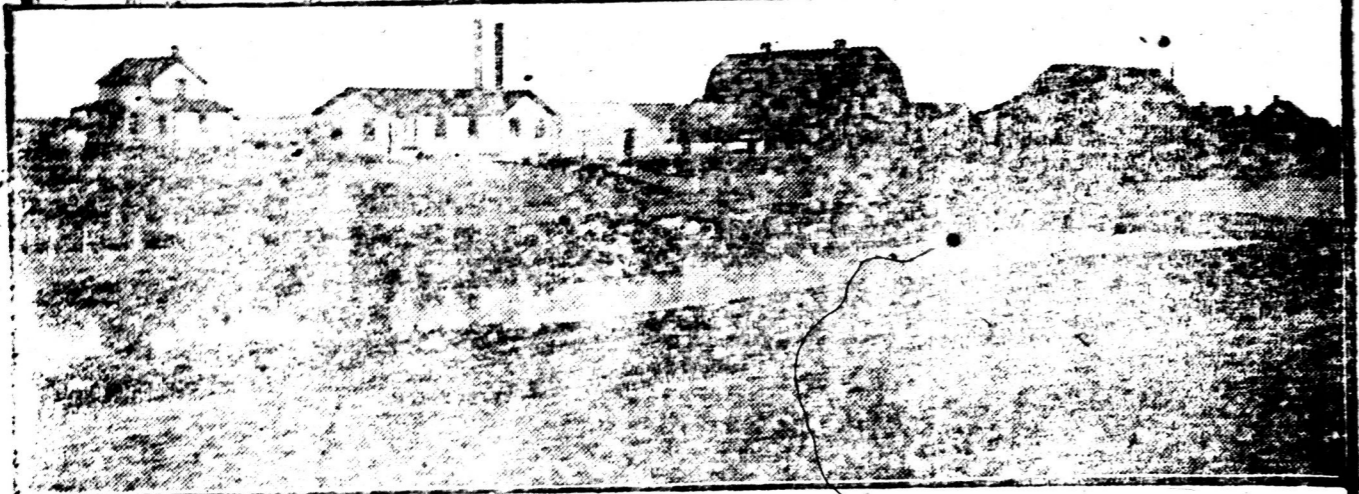


# To Keep up the Butter Supply.



No. 1—C. P. R. Demonstration Farm, No. 2—Milkmaid Dairy Co., No. 3—Scientific Buttermaking.

Give us this day our daily butter. With the price of this commodity almost as high as it has ever been, every housewife who has a cow now feels a personal interest in the source of her butter supply, and what is being done to meet the world's demand for it.

The Western Provinces of Canada, with their immense free grazing areas, naturally afford a natural field for the dairy industry, but here an unforeseen problem has arisen. The high price of wheat and other grains is rapidly making the farmers independent, and when a man can get \$20 to \$30 an acre for his wheat crop he is not disposed to milk cows, no matter how loudly city folk may clamour for milk and butter. The same applies to farm labor; general prosperity and high wages have enabled the laborer to select the work he prefers, and there is a dearth of dairy help as a consequence.

Offering these conditions, to some extent at least, are the various provisions made by the various governments for the encouragement of dairying. This is being done by assisting with the purchase of machinery and cheese factories, by providing supervision and grading, which has greatly improved the quality of the butter produced, and by a more recent system of marketing, which centres for the small producer the same advantages as are enjoyed by his competitor who manufactures on a large scale.



As far back as 1914 the Scientific Dairy Board, which is now the Canadian Dairy Board, was created to assist in the development of the dairy industry. It has since then been working to improve the quality of the butter produced in Canada, and to assist the small producer in marketing his product. The board has been successful in its efforts, and the quality of Canadian butter is now world-renowned.

The Canadian Dairy Board has also been successful in its efforts to improve the conditions of the dairy industry. It has provided assistance to farmers in the purchase of machinery and cheese factories, and has provided supervision and grading of the butter produced. This has greatly improved the quality of the butter produced in Canada, and has made it more competitive in the world market.

The Canadian Dairy Board has also been successful in its efforts to assist the small producer in marketing his product. It has provided a more recent system of marketing, which centres for the small producer the same advantages as are enjoyed by his competitor who manufactures on a large scale.

# A. B. C. OF RAILWAYS



A Scene in the C.P.R. Yards at Winnipeg.

## THE FULL CARLOAD

A great deal of progress has been made recently in bringing about co-operation between railways and their patrons and one way in which this has been manifested is the general endeavor to reduce if not entirely eliminate the waste of freight cars. The benefits which accrue to the shipping public as well as to the car owners by refraining from using equipment unduly for storage purposes is generally understood and appreciated but the increased efficiency which can be derived by loading every car to its maximum cubic or carrying capacity seems to be frequently overlooked.

The full loading of cars has a direct bearing on the supply and particularly at this time, when a serious car shortage exists in certain parts of the country it is desirable that in no case should two cars be used where one would suffice.

Some of the larger shippers have issued notices to their customers advising them of the methods by which better loading may be obtained and were these suggestions adopted generally the benefits which would accrue to all concerned would be great and immediate.

The average freight car has a carrying capacity of about forty tons but this average load per car is only twenty-three tons. Many shippers and consignees are in the habit of ordering only sufficient freight to equal the minimum prescribed by the tariff when they could as well order a full carload or if convenient to do so could arrange to have their consignments consolidated with others of a similar nature travelling to the same destination, thereby saving at least or perhaps more cars. Consignees would find by dotting methods such as this their freight would be shipped more promptly as the shippers would have more equipment at their disposal and the annoying delays attendant on "waiting cars" would be largely a thing of the past.

Advertise In The RECORD

## Exclusive Features

There are more exclusive features, more essential improvements that directly appeal to the musician and owner in the

## HEINTZMAN & CO. Art Piano

than have ever before been embodied in one piano.

Owing to these features that

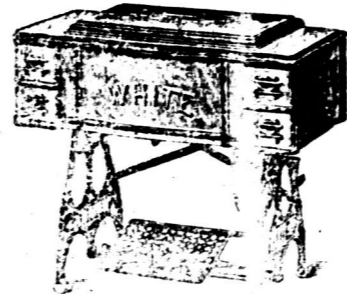
### Permanency of Tone

so much desired, is assured. The reasons for this can easily be demonstrated and any Heintzman Piano in use for years is an actual demonstration.

Write for Our Catalogue

Martin Bros. SIMCOE, ONT

## DON'T WISH FOR IT But Come and Get It EVERY ONE IS GUARANTEED



THE "WHITE" ROTARY SEWING MACHINE for all the people all the time RUNS EASY RUNS LIGHT RUNS FAST and Lasts Forever with Reasonable Care

MAKE IT PAY FOR ITSELF AS LITTLE AS \$1.00 A WEEK WILL SEND IT HOME

Local Agent— I. W. H. G. L. O. N. E.

Go to

A. RODGERS

Repairing & New Handmade Boots and Shoes.

A. RODGERS

JARVIS, ONT

Agent for Consumers Wallpaper & See Our Samples.

# Why We Want Church Union in the Prairie Provinces

By President WALTER MURRAY, University of Saskatchewan

In a municipality in Saskatchewan settled fully twelve years ago there are about 5,000 people. The main line of the Canadian Northern Railway runs through it. In this municipality there are 33 English-speaking ratepayers, and about 1,000 Community Doukhobors. The religious needs of 4,000 people are ministered to by one Polish priest, one Greek Catholic and a student missionary for a portion of the summer. Beyond the borders of the municipality are two towns with a liberal supply of clergymen.

In the prairie provinces there are at least 150,000 Ruthenians. They are locked after by approximately thirty United priests, a half dozen Greek Catholics, about a dozen Protestant ministers and students—a total of possibly fifty. One shepherd to 3,000, on the average. As a matter of fact there are large districts unvisited by priest or parson.

The immigrants to Western Canada bring with them the memory of their national religion. There are Norwegian Lutheran, Swedish Lutheran and two German Lutheran religious organizations, each distinct and separate. There are German Catholics, French Catholics, Polish Catholics, Ruthenian Catholics, Greek Orthodox Catholics. The fragments of their national churches are left scattered upon Canadian shores and many of them uncared for by the National Church in Europe. What more natural than that they should look to the national churches in Canada or remain neglected? There are, I have been told, groups of the finest people from Europe who rarely see a clergyman oftener than twice or thrice a year. Is it not time for the churches in Canada that are national in spirit (if not in organization and name) to get together and work as one for the religious upbuilding of the new nation in Canada? To these European peoples religion is a national necessity.

One person in every three in Western Canada has a mother tongue other than English. In large districts English is "a little known as it is in Austria."

A Presbyterian Superintendent reports one hundred and fifty mission fields closed for lack of men and means; while a Presbyterian Prelate writes that in other Presbyterian

mission fields the average number of communicants in a station is about four. The Methodist churches in the prairie provinces have probably no more than \$15,000 and \$20,000 a year, a quarter of that Synod's contribution to the schemes of the Church. In Ontario four Protestant ministers shepherd 225 people and draw \$1,250 from mission funds. In Lemberg 203 people are divided into 6 denominations.

Co-operation by definition worked well where there were few or no people. In Northwestern Alberta the Presbyterians went in with one railway line, the Methodists with another. All was harmonious until crowds settled in the towns. Then co-operation chafed and when the hope of Union became faint, it failed.

Co-operation by withdrawal worked for a time in older Saskatchewan. The two clergymen lived in the morning one preached there in the morning and went into the north country for the evening; the other was in the south country for the morning and preached in town in the evening. It worked better than competition ever the same trails.

In oldest Manitoba and Saskatchewan Union alone will reduce the evil. The fields overlap so much, "30% of the mission fields overlap," "30% of districts where there are two churches want Union." A score of strictly Union congregations have been formed, and unless Union comes soon they will develop into a new church and will sweep Western Canada. There are also two score more of the two churches by the two peoples who prefer Union even at the cost of withdrawing from their old church.

The people of the prairies have been forced by economic necessity, by the loneliness of large spaces to co-operate in marketing and buying. Witness the Co-operative Elevator Co., the largest grain handling company in the world. The little towns have lived and thrived only by developing a community spirit and a community pride. Racial enmities have intensified the desire of the people to get together.

Racial difficulties, the competitive spirit, the community interest are driving together all who prize religion and patriotism.

## MAKE YOUR DOLLARS FIGHT AT THE FRONT. BUY DOMINION OF CANADA THREE-YEAR WAR SAVINGS CERTIFICATES

### WAR SAVINGS CERTIFICATES

\$ 25.00 FOR \$21.50  
50.00 " 48.00  
100.00 " 86.00

INDIVIDUAL PURCHASES LIMITED TO \$200.

FOR FULL PARTICULARS APPLY AT ANY BANK OR ANY MONEY ORDER POST OFFICE

JAN. 9, 1917

FINANCE DEPARTMENT OTTAWA

## TO INVESTORS

THOSE WHO, FROM TIME TO TIME, HAVE FUNDS REQUIRING INVESTMENT 'MAY PURCHASE AT PAR

## DOMINION OF CANADA DEBENTURE STOCK

IN SUMS OF \$500, OR ANY MULTIPLE THEREOF

Principal repayable 1st October, 1919.

Interest payable half-yearly, 1st April and 1st October by cheque (free of exchange at any chartered Bank in Canada) at the rate of five per cent. per annum from the date of purchase.

Holders of this stock will have the privilege of surrendering at par and accrued interest, as the equivalent of cash, in payment of any allotment made under any future war loan issue in Canada other than an issue of Treasury Bills or other like short date security.

Proceeds of this stock are for war purposes only.

A commission of one-quarter of one per cent will be allowed to recognized bond and stock brokers on allotments made in respect of applications for this stock which bear their stamp.

For application forms apply to the Deputy Minister of Finance, Ottawa.

DEPARTMENT OF FINANCE, OTTAWA OCTOBER 7th, 1915.