

Sheep Industry Steadily Growing

ONE of the chief factors making for the growth of the sheep industry throughout Western Canada is the wider distribution of these animals that is now taking place among farmers all over the three prairie provinces.

Southern Alberta has hitherto easily led all the rest of the West in this industry, the production of wool from this district being about two-thirds of the total output of Western Canada; but there are signs that this disproportion will not always be so great. Not that any falling off in the number of sheep in Southern Alberta is expected. The industry is expected to maintain its steady growth there. But other parts of the West have equal advantages for the growth of the industry, and since this is realized by farmers a considerable development along that line may be confidently anticipated.

One of Southern Alberta's successful sheep breeders has recently been investigating conditions in the central part of the province, and has nothing but enthusiastic praise for the abundance of suitable feeder animals available there. He believes thousands of gold dollars are going to waste every year because of the small number of sheep on the splendid pastures, and pictures the country in a few years dotted with small sheep ranches.

A steady movement of sheep is now taking place to these parts of Western Canada where they are most needed. Most of them are finding their way into the hands of small farmers, who have thus a means placed at their disposal for turning to profit considerable pasture that would otherwise not be utilized. All realize that the future of the sheep industry in Western Canada is in the hands of the farmer rather than in the large stockmaster. Most of the farms in the West can profitably maintain a small flock of sheep, and the efforts of the provincial government, as well as of the various sheep breeders associations, are directed towards the end of providing these farms with flocks.

At the beginning of October an auction sale at Wetaskiwin, Alberta, resulted in two thousand head of high class ewes being distributed among the farmers in that neighborhood, while hundreds have gone into this and other parts of the province as a result of private sales.

Farmers in Manitoba and Saskatchewan are displaying considerable eagerness to secure small flocks of sheep. Towards supplying the needs of these near Saskatchewan, two thousand four hundred head were forwarded from Calgary recently, followed soon after by another consignment of eight hundred head. When over it is possible to secure good sheep agents the Saskatchewan Government are securing them. The larger breeders in the province are being prevailed upon to dispose of part of their flocks, and animals are being brought in from Alberta, from the East and from many of the States across the line. But the Government's efforts are not confined to securing high class grade ewes to supply the needs of farmers. They also embrace the improvement of the standard of the flocks by importing registered pure bred stock. During the present month one of the most valuable consignments of pure bred sheep ever brought into Canada has

been secured by the Saskatchewan Government. It comprises one hundred and nine head of pure bred Rambouillet, personally selected by the Provincial Live Stock Commission noted for the standard of its flocks. These animals, as well as all other sheep that are being secured by the Government are to be resold to farmers at cost on favorable terms.

The Manitoba Department of Agriculture is also seeing to it that facilities are placed in the way of farmers in its province to obtain sheep. Its efforts fully rewarded by the sheep-breeders associations have resulted in sheep being placed on many farms, where none were before, and in the flocks on others being numerically increased.

This wider distribution of sheep is becoming more and more emphasized every year in increased wool output. Eventually, not only will the production of wool, to say nothing of mutton, become one of the largest businesses in Western Canada, but the quality produced will make Western Canada an important factor in the world's markets. At the present time there are only about two million sheep in the West. Forty times as many could be easily maintained and there is no reason why this number should not be maintained in time. Now that the old days of poor prices for wool are gone, and co-operative selling is enabling farmers to sell their wool to the best advantage, and the sheep-breeders are assured, and the greatest obstacle to the development of the industry has been removed. It cannot be other than grow in such a favorable environment as Western Canada affords.

Sheep on Spaulding Ranch, High River, Alta.

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MASSACRE ON ISLAND

Terrible Experiences of Two Settlers in Northern Ontario.

Marooned on an islet in Lake Huron, without food, without the means of catching a fish, or shooting a passing bird, even without matches, the Pelletier and George Imbau suffered the agony of slow starvation for thirteen days. When rescued by a search party they were in a state of collapse and unable at first to tell their story, but the state of the shrubbery on the island was an eloquent testimony to their sufferings. The leaves were plucked off, the twigs broken, even the grass on the shallow soil had been torn up for food. A few days' care partially restored the men, and Pelletier is now on the way to complete recovery. Imbau, unfortunately, ate a big meal of moose meat before he was able to endure such heavy diet, and died from the effects.

Lake Huron is situated about three miles from Moonbeam, a station on the National Transcontinental Railway, some 50 miles west of Cochrane. The lake is about 15 miles long and seven or eight miles wide. It teems with fish, and plenty of big game is found along its shores. About a mile from the shore is an unnamed islet scarcely larger than the backyard of a city home. A great rock rises in the middle of it, and there is a growth of small shrubs, but no trees upon it. This was the scene of an adventure, which, for unadorned horror, could scarcely be surpassed, and experience endured within four miles of a railway station.

Pelletier and Imbau, who were bachelors living near Moonbeam, French settlers from the Lake St. John country, determined to celebrate Dominion Day by a three days' hunting and fishing trip. They made no secret of their intentions and the inhabitants of the village knew that they intended to cross the lake and go up one of the streams entering it.

They loaded fishing tackle, guns, ammunition, three days' food, and ordinary hunting supplies in a canoe and set out in reasonably good weather. Little was thought about the fact that they did not return within the time they had set. But when four, five, and, at last, six days had passed the men's friends grew anxious and organized a search party. The whole district was combed, without result. The island was passed on the way out, but no one dreamed of landing on it. On the thirteenth day the dejected and returning party reached the island, more by impulse than design, and the lost men were found.

When Pelletier recovered he said that he and his partner, while passing the island, resolved to go ashore for no particular reason. One of them got out of the canoe without trouble, but the other, in stepping upon the rock, slipped. The canoe was kicked away and before it could be secured was caught by the wind and blown out of reach. Little is said by Pelletier of his experiences. They were not such as could be easily described, but the imagination is staggered by contemplation of them. The weather for the most part was bad. There the men were—helpless, ragged, despairing, without shelter and without food, for thirteen weary days. It is a miracle that they survived the experience. Men less injured to the wilderness and to its hardships would have succumbed long before the search party arrived.

Hunnish Heartlessness.

An incident related in a letter received by Norman G. Heyd, of Toronto, from his brother, Major C. G. Heyd, in charge of an American Base Hospital, throws an interesting sidelight on the relations which exist between the officers of the German army and the men under their command.

A German private and a captain were brought into the hospital and placed in cots quite close together. In a short time it was seen that the private's wounds would prove fatal, and, as there was no one else in the ward who could speak German, a nurse approached the officer and asked if he would speak to the dying man, and take any message he might have for his friends.

"In our country officers do not speak to privates unless it is to give commands," was the heartless answer, and the private soon passed away.

German Study in Canada.

The senate of the University of Toronto has accepted the decision of the Provincial Government in declaring that German should not be demanded in any of the courses required for specialist certificates for the high schools and collegiate institutions, and changes have been made in the curriculum in accordance therewith. Students who are preparing for research in the sciences will be required to know enough German to be able to read articles on the subject in the German periodicals and works of reference.

Jitneys and Red Cross.

During the recent street car strike in British Columbia cities, the local transportation problem was happily solved by hundreds of private-owned automobiles being put in jitney service, their "fares" being given to the Red Cross.

Some Park.

Haileybury has secured fifty-seven acres of the lake front for park purposes and will install golf links, a baseball diamond, bathing houses and a dance pavilion.

Chicks Travel by Post.

Hundreds of day-old chicks are now being shipped into Canada from Trenton Junction, N.J. The majority are Rhode Island Reds and stand the long trip by post quite chirpily.

A Youthful Veteran.

Pte. Walter S. Brady has returned to his Charlottetown home from overseas, a veteran with two years' war experience and two wound stripes at fifteen years of age.

SCORN TO WEAR CHEVRONS.

They Say "Safety First" Have a Smaller Privilege.

The Canadian Associated Press understands that an effort will be made while Gen. Masbourn is in England to enlist his co-operation with Sir Edward Kemp in attempting to secure from the British War Office a better regulation regarding the wearing of chevrons. Briefly, the present regulation is that members of any branch of the forces, Imperial or Dominion, are entitled to chevrons for service overseas. In the Dominion troops a special provision was made that service overseas should count from the date of their leaving their own country. This means that Canadians who have only done service in England are entitled to the same mark of distinction as those who spent whole winters in the trenches.

There are many Canadians in England, of course, who have got no further to the actual fighting through no fault of their own, but the following is a glaring example of the present anomalous position: At Argyl House, in London, at this moment there is a certain major wearing one red and three blue chevrons, also the order of the British Empire and a Russian decoration, and yet he has spent his whole time at clerical work in England.

There is also a young captain who came over as a private, was wounded three times, earned his Military Cross in France, and yet, following the example of Gen. Turner and others, declines in sheer disgust to put any chevrons on his sleeve.

A recent letter from the War Office admitted that "some men of ours, no less than yours, earn chevrons very cheaply. For instance, all those officers in overseas garrisons at the beginning of the war are entitled to chevrons, although they may never have been moved since, and officers of the Indian army on duty in London are similarly entitled."

Catching Up to Us.

The New York Commercial states that the United States is second to Canada in supplying farm machinery to Australia and its position in the trade is steadily improving. Eleven million dollars' worth of such machinery is required annually by Australian farmers, of which seven million dollars' worth is manufactured at home and four million dollars' worth imported.

While the present demand for farm machinery is substantial the fact is that in the normal course of events Australia is destined to become a much more attractive market for such articles. The increasing efficiency of farm tractors should eventually prove a most important factor in developing the agricultural resources of the country. In spite of the present difficulties in the path of the average American manufacturer, the market deserves the utmost attention, especially on the part of those who produce a fair number of the machines most favored by the Australian farmer.

The home manufacturers are favored by the fact that much of the land is not cleared of stumps, so that a stump-jump feature is a necessity in most implements. Canadian and American manufacturers have never been obliged to specialize on such a feature, whereas the American manufacturer has given it attention for years. This and other disadvantages and advantages are discussed at length in an American Government report for the benefit of manufacturers and exporters who are planning to extend their Australian and New Zealand trade as soon as normal conditions are restored.

Facing Vast Army.

Few Canadians are alive to the fact that we are menaced by an army greater than that which is menacing Europe at present, writes a Judge contributor. All over the country it is springing up, in the fields, in the cities, at the seashore. Its members require no training, they are perfect in their art from birth. They have no flag and no leader. They are encumbered with no baggage trains and have no lines of communication to keep open. Being ignorant of death, they do not fear it and the most frightful slaughter does not dismay them. With lightning rapidity, they move from place to place, so that they seem to be everywhere. There are no slackers in this army. Each member is firmly alive to the necessity of doing his bit. Like the leaves of the tree, of the stars of the Milky Way, they are innumerable. Swiftly, silently they have arrived at our very gates. The mosquito is here.

Canada's Ace.

One of the books receiving widespread notice at the moment is Major Bishop's work on his exploits as a famous flying man. Not that the young Canadian soldier, V.C., D.S.O., and M.C., refers to himself in such flattering terms. He merely tells with breezy enthusiasm and cheerfulness what his experiences have been, and incidentally one learns how he received them.

Farewell to Historic Home.

Sarnia urgently needs a society to inculcate appreciation of the value of historic landmarks, as evidenced by the fact that the old Mackenzie home is now being torn down. It has been inseparably identified with the early history of Lambton County since the days of Hon. Alexander Mackenzie's premiership.

Claims Band Is Nuisance.

Declaring that the health of their children is adversely affected by the practicing and playing of the Highland Cadets' brass band at Lord Roberts' School, Vancouver, ratepayers are asking that the Board of Education suppress the band.

Pioneer Family Among Heirs.

The family of the late George Whitburt Gairdner, one of the pioneers of Edmonton, are among the heirs, with Colin Campbell Robertson-Glasgow, Field Marshal Sir Douglas Haig and other notables, to the great Gairdner estate in Scotland.

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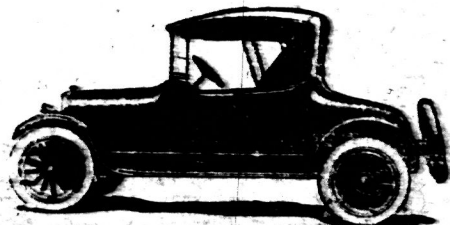
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The Canadian Angle

AN amusing skit on the effect of the new C. P. R. president's hat appears in the Chatham "News"—this effect being produced, doubtless, by the law of suggestion. The hat of Mr. Beatty is said to be tilted at a rakish angle; and the moment that this was found to be the case, the minority of that hat became a sacred duty on the part of the employees, according to the story.

In the good old days of Baron Whangnessy, says the writer, the brisk and businesslike boy who delivers our C. P. R. despatches used to search into the office with his natty blue cap set square across his noble brow.

That cap was a fixture there. We got used to it. It seemed part of the established order of things. One could as easily imagine the boy pushing it to one side or the other, as one could imagine a breeze on the Nile upsetting the great Pyramid.

One day last week we got a shock. Into our office tilted the youngster with his cap gripped rakishly over one ear.

"What's the matter, kid?" we enquired. "Getting the sun?" "Nope," and he bristled out again without troubling to explain. But we have just discovered the truth.

Baron Whangnessy used to wear his hat square-set across his forehead. But the new resident of the C. P. R.—its first Canadian-born president—Mr. E. W. Beatty, invariably carries his chapeau tilted at a rakish angle.

There are whispers going down the line that sedate firemen and brakemen and conductors all over the 13,600 miles and more of the C. P. R. are giving their headgear a shove to the east.

A commercial traveller through the West, who has escaped the flu, his system being too crowded with nicotine to give the germs even the tiniest foothold, mentioned to us just this morning that he had seen bell-hops in the C. P. R. hotels out there with their caps entirely off their heads and hanging from their ears, like pagan ornaments. He saw that in more than one of the C. P. R. hotels; and what the effect may be if the new practice is prevalent throughout the eighteen C. P. R. caravansaries, it is impossible to gauge.

Telegraph operators in the 15,000 offices of the C. P. R. Telegraphs have been widely affected by the new movement in hats. The workmen in the great Angus car shops at Montreal, and in the C. P. R. shops at Winnipeg and Calgary, show, it is said, scarcely one piece of headgear that retains the old Shaughnessy



E. W. BEATTY

New C. P. R. President. level. The Beatty angle is the thing now.

Even the chaps associated with the Canadian Pacific Ocean Services (representing one of the largest passenger fleets in the world), with the C. P. R. western lands, with their great \$17,000,000 irrigation scheme and ready-made farms, and with the mining and smelting interests of the C. P. R. on the Pacific Coast—even the men linked up with these C. P. R. subsidiaries have yielded, it is said, to the lure of the "tied cap."

It is even whispered that a few of the older locomotives with the wide-brimmed Stetson smokestacks of the vintage of 1889 have taken to wearing their battered crowns a bit to one side.

We asked the kid about it this morning, when he came in wearing his cap at an even Beattytyer angle than yesterday. "Do you really expect to be president of the C. P. R. some day?" "Every fellow's got a chance," he rejoined. "But," we explained, "Mr. Beatty went to Toronto University and studied law, and—" "That's just it," he said. "He was only a lawyer to start with and look what he done—just through wearing his cap like this. Don't try to tell me I ain't got a chance—and here I'm starting at the bottom rung and working up." "But," we urged, patiently, "it's better to be right than to be president." "Yep," said the kid, "and it's a beaverdamns better to be both."

He gave the corner of his cap a yank, and went out whistling.

Advertising Pays!