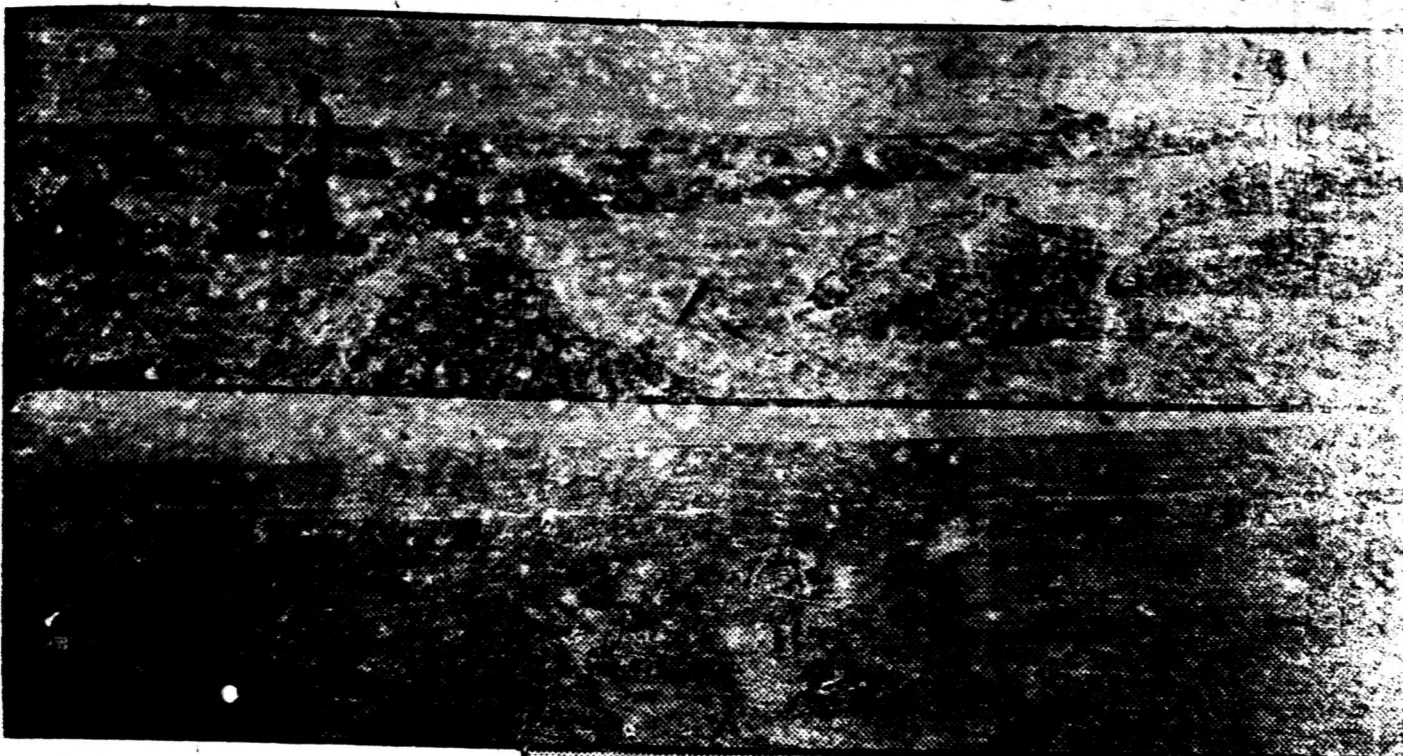


Irrigation as a source of wealth



FEW agricultural districts have grown to prosperity more quickly and founded it more substantially than the country tributary to Lethbridge in Southern Alberta. Driving through this territory towards the end of last summer, a prominent official of the Dominion Government at Ottawa, who had been making an extensive tour of Western Canada, remarked that here were the most prosperous agricultural communities he had seen during the whole of his trip. Now this remark is relative. All over Western Canada there are very prosperous districts, where modern homes, spacious barns, well fitted granaries, good sized herds of livestock and many other signs reflect the welfare of their owners, reasons may be given in one word—irrigation.

Driving into one of these districts from the east, one cannot help but be immediately impressed. The more compact settlement, the deep green fields of alfalfa, in which hogs, sheep or cattle are pasturing, the substantial farm buildings, mostly surrounded by trees, the well fenced farms all these are evidence of a prosperity which is being built up on sound lines. A measure of the fast development of the whole of the territory east of Lethbridge is the village of Coaldale, for this village has grown with the district. But a very short time ago a railway siding only, Coaldale is now an active business centre, with a lumber yard, hardware business, general stores, hay market, elevator facilities, bank and other businesses. The community is also served by one of the best and most up-to-date consolidated schools in the West.

Probably no other community in Canada has received more settlers who have purchased lands at the high average price which has been paid by those who have settled among the Coaldale community during the last two years. Many of these settlers have come from the irrigated districts of the States, particularly from Washington, Idaho and California. An illustration will serve to show the value placed by them on the land in this territory. A settler who purchased a farm four miles west of Coaldale at \$102 an acre, recently bought the quarter section adjoining him for \$100 an acre. This was without any improvements except a timothy meadow. But the property could not be



bought from its purchaser now for less than \$150 an acre, and he has been heard to remark he would not care to sell at that price.

The number of tenant farmers throughout the Lethbridge district who are purchasing irrigated land at similar prices is a good illustration of its productive value. Men who have farmed land here for a year or two on a rental basis are purchasing it now at ninety and a hundred dollars an acre. Instances of such purchases during the last year or two are becoming numerous and the inference is that the buyers have made sufficient money out of their crops to be able to purchase the land on which they were grown. This is probably one of the most striking facts in connection with the development of the district for the men who have bought these lands knew what they were capable of producing.

As for renting, the demand for and by tenants is unprecedented, notwithstanding the fact that rents have doubled in many cases during the last three years. Whereas at that time irrigated land was being rented at \$5 and \$6 an acre, as much as \$10 and \$12 an acre was paid in 1918; while owners who rented their land on the crop plan received much more than this in many instances.

The district has been favored by the arrival and settlement there of a large number of settlers of high average intelligence. Most of them have had experience with irrigation elsewhere and are able to make comparisons with other districts. The consensus of opinion of these men is that the facilities for irrigation in Southern Alberta equal or are superior to those to which they have been accustomed. A farmer who came from one of the irrigated districts in Idaho early this season was at first somewhat discouraged with conditions in Alberta. But business matters requiring his return to Idaho later in the season he had an opportunity to compare conditions and crops in his old community with those in the Lethbridge district, and he came back highly elated. "Conditions in Alberta are ever so much better," he said.

These facts about the Lethbridge district are interesting because they reflect the enormous possibilities of the other irrigable areas of Southern Alberta. From like conditions like results may be expected. And what is being accomplished at Lethbridge can be accomplished in other parts of Southern Alberta where similar conditions prevail. It is only during the last few years that people have begun to appreciate at their proper value the irrigable lands near Lethbridge, but since they have begun to realize their worth development of the country has gone on apace. The effect of this development has been an awakening of interest in other irrigable areas in the provinces and a more rapid settlement of them. As these areas are considerably larger than the Lethbridge district the effect of their development on the development of the province is incalculable.

How the Wright Brothers

Made Their First Airship

And Gave Wings to Humans

IT is just about fifteen years ago that the Wright Brothers made their first successful flight in an airplane, and now people are talking about flying across the Atlantic. Machines have been built in the last year capable of a speed of about three miles a minute; an aviator has risen 28,900 feet in the air, and we have airplanes capable of lifting fifteen tons. The single flight record is 24 hours as compared with the first 59 seconds' flight of Wilbur Wright. It is doubtful if in the history of invention there has been any such record of progress in an equal time. In view of the thousands of lives that have been lost in airplane crashes it is worth noting that Wilbur Wright lived to succumb years later to typhoid, never having had an accident, and that his brother Orville still survives and bids fair to reach a ripe old age. He was in one accident, in which he suffered a broken leg, his companion, Lieut. Selfridge, today his life and becoming the first victim of an airplane disaster.

It is said that the interest of the Wright Brothers in flying was first aroused when their father presented them with a top called a helicopter, a fragile thing that would fly for a short distance. The plaything naturally did not long survive, but its wonder never faded from the minds of the boys, though years were to intervene before they began the serious study of the flying problem. At school in Dayton, Ohio, they are said to have taken little interest in the literary or artistic branches of their study, but early showed themselves possessed of a strong analytical faculty and were keen on mathematics. Their school studies were cut short, however, and they opened a small



ORVILLE WRIGHT.

bicycle repair shop, which they later developed into a modest little factory. Here besides making a comfortable living they developed their mechanical skill.

However, the notion at last got itself expressed somehow, and they set to work in their spare time with the conviction that in the development of the idea of the gliding plane lay the secret of ultimate success. Their first model, a sort of improved kite, gave them reason to believe that they were on the right track, and after a couple of experiments they built a bigger model on the same principle. Model followed model, each a little bigger than its predecessor, and each of them adding to the enthusiasm of the young inventors. Then came the time when they had spent about all their money, without, of course, having received a dollar in return. It became necessary that they should either give up the fascinating pursuit or raise more capital. They appealed to their father, a retired bishop of the United Brethren Church, whose sole property consisted of a small farm in Iowa, and he, without a moment's hesitation, sold it and gave his sons the necessary cash.

With the first machine built with these funds they moved to the sand dunes of North Carolina, there to continue in more favorable circumstances the investigations that they had begun in Ohio.

For some time thereafter they contented themselves with gliding down the hills, against the wind, and found it was easy to make flights of several hundred yards in this way without danger or difficulty. In 1902 they built their first motor. It weighed 750 pounds, but here again they received a check. They had supposed that there were in existence tables by which they could calculate from their own knowledge of air pressure the speed at which it would be necessary for the propellers to spin in order to drive the machine. They learned that there were no such tables, but only a set of antiquated empirical formulae. Here again they had to make their own experiments and rely on their own observations to give them what they required. By this time they had gone so far that it was impossible to discourage them, and so they persevered until, on Dec. 17, 1903, they produced a machine which rose from the ground by means of its own power, made a short circle and alighted safely. It was nearly two years later before their machine was capable of flying six miles. This accomplished, the Wrights had all the capital they required at their disposal. They were on the highway to fame and fortune, and never afterward were they obliged to look back.

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