

The BUSY STORE

WEDNESDAYS AND SATURDAYS OPEN

STORE CLOSES AT 6:15 P. M.

Millinery

At Reduced Prices

You will see on display in our Dry Goods Window different hats at marked prices. Make your selection early.

MILLER BROS.

Phone 28

Canada Food License No. 8-1215

CASH Hardware.

Clearing Out

The Following Lines

One Only

1900 Washing Machine, regular \$19 for \$15.

Peerless Washing Machine, regular \$9 for 7.50

Jubilee Washing Machine regular \$8.00 for 6.50

Brooms 65c for 45c

Auto Liquid Veneer Sprayer \$1.50 for 1.05

Burrow Ash Sifter \$3.50 for 2.60

Large Clothes Hamper \$6.00 for 3.00

Six Only

Brooms at 65c. for 45c. ea.

Twelve Only

Wire Hen's Nests at 15c. for 10c. ea.

Quart Cans Sherwin-Williams Family Paint, labels discolored, in red, light fawn, light orange and lemon colors, regular \$1.45 for 80 cents

E. T. CARTER.

Phone 19 Jarvis

Winger's Meat Market

NOW is your chance to buy Fearman's Pure Lard which sells at 38 and 40 cents. will be sold, Saturday, January 31, only, at 33 cents.

Nice White Beans at 4 lbs. for 50 cents.

Bologna at 25 cents lb.

Weaners at 25 cents lb.

Pork and Beans 14c. tin.

We make our Pressed Beef and Headcheese at 30 cents.

Special Brand Bacon at 50 Cents.

Fish

We have another shipment of British Columbia Salmon Fish at 20 cents.

E. A. WINGER

Cor. Main & Talbot Sts.

JARVIS ONT.

Shop in Simcoe At OUR Expense

We Refund Car Fare from Jarvis on a purchase of \$6.00 and over, Hagersville \$9.00 and over, and from Nelles Corners on \$10.00 and over.

Murdoch's

Simcoe's Favorite Shopping Place

Experimental Farm Notes

SEED ORDERS AND SUPPLIES

The new seed catalogues are coming in with their lists of novelties and staple varieties attractively advertised, and one gets much enjoyment in turning over the pages of one of these catalogues and mentally picturing the fine crops one will have next summer. Often, however, the catalogues is laid aside without the order being sent, and nothing further is done until spring, when it may be too late to get what is desired. The quantity available of the best strains of vegetables and flowers is usually small, hence it is very important to order early before the stock is exhausted.

There is a great difference between the best and the poorest strains. The stock of the best has been rigidly selected so that a large proportion will come true to type, whereas stock which has not been kept up by selection may have a bad mixture of types, and the resulting crop will be very unsatisfactory. This is of so much importance that, with a crop like the cauliflower, for instance, where a strain that will give a large proportion of good heads means much profit and a poor strain to hold over what the market gardener when he gets a good strain to hold over what seed he does not use until another year as he will thus be sure of having a good strain next year. This method would not, however, serve with the onion, which loses its germinating power very rapidly, hence should be purchased every year. There is a wonderful difference in onions. Sometimes from the seed of one stock a large proportion will be thicknecks while from another most of the plants make good bulbs. If one has had good success from a certain source one year, the safest plan will be to order from the same source another year.

Sometimes novelties have not apparently been compared very carefully with the best of the older varieties before being offered for sale, as they do not prove superior, if as good. While it is interesting to test varieties, it is well not to spend much money on them until they have been tested at the Experimental Station.

Another advantage of ordering early is that one can trust the germinating power of a seed before spring so that there will be time to order again if the germination is poor. Often seed is ordered so late that when it is sown and the plants do not come there is not time to order again, and one loses the crop. When there is a shortage of many kinds of supplies, as there is at present, it is very desirable to order early the material needs for next season's operation.

OUT-APAIRY MANAGEMENT

The tendency of modern beekeeping is to specialize. One hundred colonies is about the largest that can be kept with full profit in many places, but an experienced and active man can attend to double that number, especially if he has a little help, hence the development of the out-apairy. The place chosen for the out-apairy should be in a good locality for honey plants (clay or limestone soil is best for clover) and it should be not less than two or three miles from the home-yard. Other things to look for in choosing a place for the out-yard are, shelter from wind, especially if bees are to be wintered outside, freedom from foods, safety from bush fires, a good road between the two yards, and no large or diseased apiaries near. An out-house for storing equipment and extracting the honey is convenient but not always essential because the extracting can often be better done at the home-yard. An auto with trailer, or a light auto truck for transporting hives and supplies is of great service.

To discourage swarming, extracted honey should be produced in preference to comb honey, and plenty of supers, containing empty combs, should be given to the bees in advanced of their requirements.

In southern Ontario where swarming can be controlled without much trouble, and the climate is mild enough for wintering bees outside, the professional beekeeper keeps one or more out-apairies, but in many parts of Canada where the problems of swarming and wintering are more acute, the out-apairy is still in the experimental stage, although, in some of these places, very high yields of honey are to be obtained.

To discover how much honey could be obtained, and how many visits would be needed to prevent swarming in different kinds of locations, a few colonies from the Central Experimental Farm have been placed during the last three summers in different places around Ottawa.

In 1917 two colonies were placed on a sandy plain and two in a swamp near Kazabazua, Que., about forty miles north of Ottawa. Those on the sandy plain gave 109 pounds of honey per colony, spring count, principally from blueberry, white clover and certain species of goldenrod. Those in the swamp gave 139 pounds from the same sources. Swarming was prevented by the destruction of queen cells which were found in one or more of the colonies every week from May 24 to August 15. The making of these twelve visits and carefully examining every hive at each visit consumed a great deal of time.

In 1918 two colonies were placed near an area of fireweed near Chelsea, Que.

They produced an average of 230 pounds of honey each from raspberry, clover and fireweed, and required ten weekly visits for the destruction of queen cells to prevent swarming.

In 1919 two hives were taken to a farmer's garden at Billings Bridge, Ont. To reduce the labor in preventing swarming and to get a maximum yield, two queens separated by a division board had been wintered in each hive. One of the queens and her bees were placed in a separate hive on May 27. In this way a great number of bees were raised in time for the clover honey flow in this locality, and early swarming was prevented. Later swarming was prevented and young queens were obtained (two in some of the hives) by three further manipulation: the destruction of queen cells and removal of the queens in nuclei on June 23, and nine days later, the destruction of all the queens except two, one on each side of a division board then inserted. Each hive, spring count, produced an average of 331 pounds of honey consisting of 290 pounds of clover honey and 41 pounds of buckwheat honey, and there was an increase in bees of three hives.

F. W. L. SLADEN, Apiarist, Dominion Experimental Farms, Ottawa.

Old Veteran Shop

I DESIRE to announce to the people of Jarvis and vicinity that I will start a Butcher Shop on Talbot Street, East, on Saturday, Nov. 29. I will handle a complete line of fresh Meats.

PHONE 47

EDGAR MACHELL
JARVIS ONTARIO

OUR NATIONAL ECONOMIC PROBLEM.

The following interesting extract from an article by Mr. E. W. Bently, president of the C. P. R., appeared recently in the Montreal Gazette:—"So much for the manner in which the transportation machinery of the country is carrying out its obligations to the Canadian producer. Other aspects of the transportation problem are less satisfactory. There are many people who look upon Canadian railways as custodians of magic fortunes which cannot be exhausted. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocery is to these people unaccountable. It apparently does not occur to them that to no public is it more important than to the Canadian public that the good reputation of its railway securities in the world of thrift and investment should be carefully guarded. To those, however, who understand these things clearly and who view the matter from the standpoint of broad public interest, it is at once apparent that the Canadian public pays a very low rate for the quality of service rendered, and when, if Canadian railway securities are not to be made less desirable to investors than almost any other kind of industrial security, railway rates will either have to go up, or railway operating costs go down. Such persons recognize that it is because the situation of the railways is an easy one that certain companies have been able to show net earnings—very low net earnings compared to the actual cash invested in the industry—but because in the past, the shareholders of such companies have been, as they are to-day, courageous persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because, too, their officers have been skilled, resourceful and loyal business men, assisted by staffs filled with the spirit of pride and devotion to their work. This, indeed, is the thing which has made it possible for Canada's railroads to function successfully during the war without making anything like the demands that foreign roads—less efficient in serving their community, yet earning the same rates and paying the same wages—have made up their public exchequers. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire, and railway capital is not less worthy a servant than other forms of capital whose earnings have not been so consistently depressed.

The net earnings during the war years of those companies which showed net earnings, would have been much lower had the Canadian railroads been making expenditures for maintenance which circumstances would have justified, but which conditions prevented during that period. These arrears have now to be made up. During 1919 the Canadian Pacific laid 70,000 tons of steel rail. In place of, say, 2,000,000 ties, worth 44c in 1914, the Canadian Pacific laid 4,434,000 ties at 85c per tie. The sensational advance in the rate of railway wages is well known. Further advance may be necessary within the very near future, as indicated by discussions in the United States. The price of coal for locomotives was \$3.02 in 1913. Now it is \$1.77. The cost of hauling an average train (freight or passenger) one mile has risen from \$1,604 in 1912 to \$2,494 in 1913. It is higher to-day. The operating expenses of one mile of line in 1915 were \$4,152; in 1918, \$7,747; and to-day they are even greater. On the other hand, railway rates, taking all classes of revenue together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation.

Phone No. 13

THE PLACE OF QUALITY

THE Montreal House

Have a Good Range of Handkerchiefs:

for Men and Women.

Hosiery:

in Cashmere, Union and Cotton for Men, Women and Children.

Towelling:

Have some in Linen. It may cost more than the Union or Cotton but it has the wearing quality.

Will be pleased to show:

Mufflers, Neckwear, Garters, Arm-Bands, Sweaters Coats, Towells, etc.

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