

WITH SHEEP IN SUMMER

Care of Weanings and the Flock Generally.

Special Attention Pays—Frequent Change of Pasture Beneficial—How to Preserve the Fertility of Manure.

(Contributed by Ontario Department of Agriculture, Toronto.)

For best results lambs should be weaned at between four and five months. It has been found that under conditions prevailing during the hot dry months of mid-summer the ewes will drop off considerably in their milk flow. The lambs receive comparatively little nourishment, and it is better for both ewe and lamb for them to be separated. When the lambs are removed from the ewes they will miss little the small amount of milk they would receive, and will soon learn to depend upon pasture. They should receive the very best pasture available. Nothing fits in better than a patch of rape sown at the proper time, so as to be ready for pasture when the lambs are weaned. Care should be exercised in turning the lambs on the fresh rape to avoid bloating and probable death. Turn them during the middle of the day when the rape leaves are absolutely dry and allow them to become accustomed to the change. A field of grass adjoining the rape pasture will give better results than the rape alone. If no rape is available fresh clover seeding or second growth clover will give satisfactory results. In addition to pasture a feed of grain once a day will push the lambs along to a good finish. At no time should it be necessary to feed over one-half pound of grain per day to each lamb while on pasture.

Frequent change of pasture is beneficial to, and relished by, all classes of stock, and this applies with special emphasis to the case of sheep. It is true for two reasons. Sheep are subject to parasitic diseases which may be prevented to a large extent by not pasturing on any one area for too great a length of time. In addition to this they are possibly more fastidious about their food than are some other farm animals. It is not practicable on every farm to arrange for a succession of pastures during the grazing season. However, the same area will sustain a considerable more sheep if such an arrangement is feasible. Rye sown early in the fall furnishes a good deal of pasture in the late fall and early spring. After the rye is eaten off in the spring rape may be sown on this land and will come along for pasture in June or July. Alfalfa and red clover are satisfactory pasture crops and will serve until the rape is ready. An annual pasture consisting of one bushel each of oat, oats and barley together with eight pounds of red clover provides a good pasture for the early summer months, and the clover coming along in the autumn will give a nice pickling. This annual pasture may be sown any time early in May. Without a great deal of additional labor it is possible to have a succession of crops ready for seeding throughout the entire season.—J. P. Sackville, O. A. College, Guelph.

To Preserve the Fertility of Manure.

In fresh manure the plant food materials are not in as available condition for growing plants as in well rotted manure. In the storing of manure, however, to get it well rotted considerable losses of plant food occur unless the manure pile is properly packed.

If the quickest returns are not wanted following the application of the manure to the soil, then the manure may be added in the fresh condition. If this is done in warm weather the manure should be ploughed in as soon as possible after application. The total plant food materials present in the manure will thus be added to the soil where they will be prepared by the soil bacteria for use by the growing crops.

The main objections to putting fresh manure on the land are: First, it is not always convenient to do so; second, weed seeds may be numerous in the fresh manure, consequently a heavy weed crop may be expected; third, its action is not so rapid as in the case of well-rotted manure, but it is active over a longer period.

Where manure is to be stored in piles or pits until it is ripened, or until it is convenient to use, then the greatest care is necessary to prevent losses of plant food materials from it.

In the first place the bottom of the pile or pit should be impervious to water so that leachings from the pile will not occur. Second, it is well to have a layer of old well-rotted manure at the bottom. Third, the manure as it is piled up should be well compacted or tramped down to prevent excess of air from getting into it. Fourth, it should be kept moist but not wet. These precautions apply more particularly to horse manure, which is loose and comparatively dry. Unless this is kept well packed and moist, loss by fire fangling is certain. This is an oxidation process, or fermentation, set going by certain species of bacteria in the manure. If cow or pig manure is available it should be mixed with the horse manure in the pile, as these are very wet and compact and will give a good consistency to the whole mass. The main things to be remembered are: First, prevent leaching; second, keep it well packed down and moist.—D. H. Jones, O. A. College, Guelph.

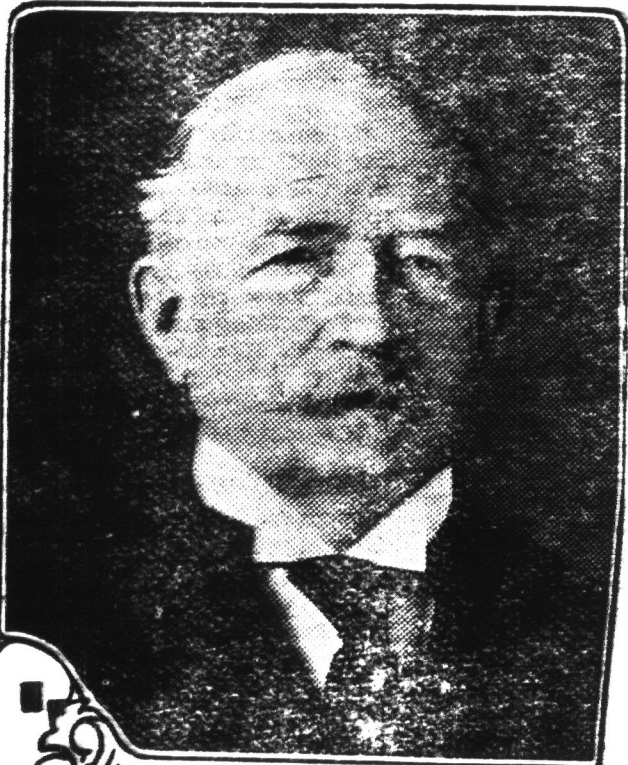
Alsike clover is most at home in northern latitudes or at high altitudes. It thrives best in a cool, moist climate.

The English Shire Horse Society has appropriated \$3,500 for publicity in the United States and Canada in 1921.

Two Notable Canadians

Two notable Canadians were made honorary members of the Canadian Institute of Civil Engineers at the annual meeting of the Institute recently held in Montreal. Lord Shaughnessy, the Chairman of the Canadian Pacific Railway, and Sir John Kennedy, the dean of Canada's engineering profession. Although Lord Shaughnessy is not a professional engineer, and therefore could not become a regular member, in view of his distinguished career as the head of the Canadian Pacific Railway, in which position for many years he has been intimately connected with engineering, and probably employed more engineers than any man in Canada.

For the presentation there was one of the most

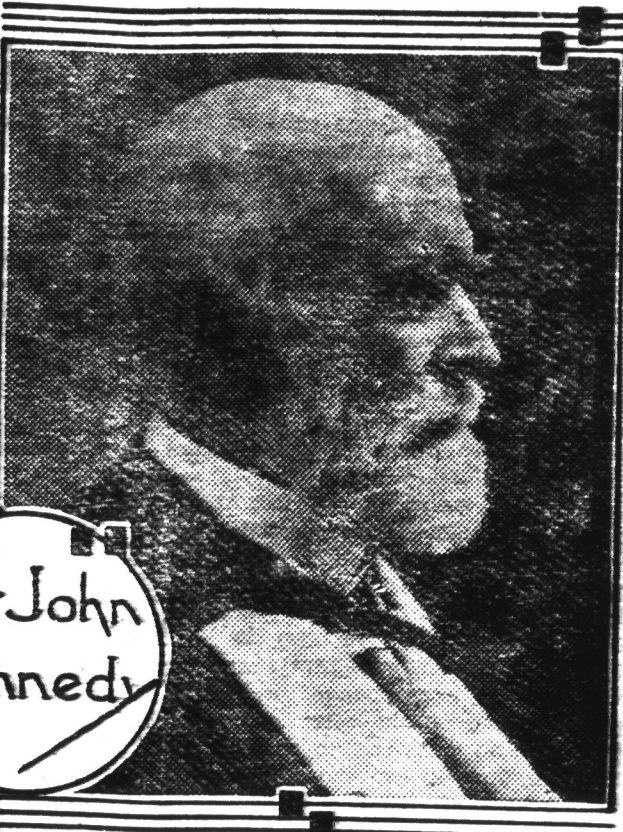


Lord Shaughnessy

distinguished gatherings of engineers seen in Montreal in a long time. The presentation was made by Mr. Walter J. Francis, the retiring president of the Institute, and as the two veteran Canadians received their badges they were greeted with prolonged applause.

A singular honor was bestowed upon them, with the presentation of solid gold badges of the Institute, which were exact replicas of that presented to the Prince of Wales. When the Prince was in Montreal last year he consented to become an honorary member of the Engineering Institute, and in honor of the event a special badge and the Prince's name on the crest of the Institute and the Prince's name on the badge. Since then ten more of these gold badges have been struck from the same die, and ten honorary members elected and presented with these golden replicas of the Prince's badge. In this Lord Shaughnessy and Sir John Kennedy will find themselves in distinguished company such as their own attainments warrant.

The ten present wearers of the golden badge of honorary membership in the Engineering Institute of Canada are H. R. H. the Prince of Wales, His Excellency the Duke of Devonshire, the present Governor-General, H. R. H. the Duke of Connaught, who preceded the Duke of Devonshire as Governor-General, Brig-General Sir Percy Girouard, who made his fame on railway work with Kitchener in the Sudan, Sir George Augustus Hartley, K.C.M.G., of London, England, the Earl of Aberdeen, another ex-Governor-General, Dr. Frank D. Adams, of McGill University, and Dr. W. Hodzson Ellis, of Toronto.



Sir John Kennedy

University. Verily a galaxy of distinguished men with whom even such citizens as Lord Shaughnessy and Sir John Kennedy may well feel honored to be associated.

Prolonged applause greeted the two new honorary members as President Walter J. Francis pinned the golden badges on their lapels, a note of pathos being added by the fact that Sir John Kennedy will never see his, his eyesight having completely failed him during the past number of years.

The applause was renewed when Lord Shaughnessy rose to reply. The Chairman of the Canadian Pacific said that although he could not claim the honor of being an engineer his many years as President of the C. P. R. had brought him into very intimate relations with that profession. "I have probably employed more engineers of various kinds than any man in Canada" said His Lordship, "and I have always had the highest respect for the members of the profession, and never found them break their trust. In engineering matters I always relied entirely upon their expert advice, and the Canadian Pacific was never the loser for it. Of course there were mistakes made during the years, but both were jointly responsible, and the C. P. R. did not pass the blame on to the engineers, but went to work to profit by any mistakes made—and there were not many."

In conclusion Lord Shaughnessy made brief reference to the encroachment of years, which had brought a new President to the Canadian Pacific, Mr. E. W. Beatty. He said that in all probability he would not have many years to wear the golden badge of his honorary membership of the Engineering Institute, but that he should always treasure it with pride and a warm gratitude for the honor conferred upon him.

Sir John Kennedy, who sat with his old friend, Lord Shaughnessy, also made a brief response. He spoke of the importance of the engineering profession, especially in the upbuilding of a young and developing country such as the Dominion. In fact he considered that the progress of Canada and the parallel lines of the engineering profession were called the visit of the Prince of Wales (the late King Edward) to Hamilton in 1867, when the Prince had started the first turbine pump in Canada, and he, as a young engineer, on the same occasion had the honor of starting the second. The ceremony closed with hearty cheers for Lord Shaughnessy and Sir John Kennedy.

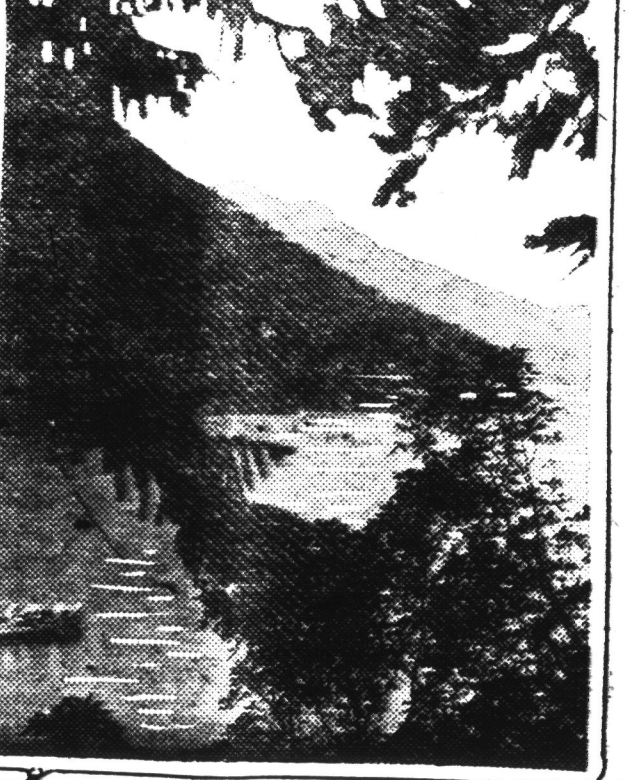
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TREE CAUGHT ON VANCOUVER ISLAND



MALAHAT DRIVE



PROBAT LAKE, VANCOUVER ISLAND

The motorists' idea of paradise is a beautiful country where roads and weather permit continuous traveling. The nearest approach to that ideal in the north-western part of this continent is Vancouver Island. Nature has provided beauty and the right sort of climate; man has built fine roads. The temperature of Victoria, the hub of Island life, is so modified by the Japan current that its average mean temperature is 45 degrees F. There is a range of only 22 degrees F. between the mid-winter and mid-summer averages.

Sunshine is the rule, averaging nearly six hours for each day in the year. Of course, the summer days have longer hours, but there is enough sunshine all winter to keep vegetation green and gardens in bloom. While Victoria has few rainy days, the annual precipitation being 27.46 inches, which is less than that of any other Pacific coast point north of San Francisco, the city has abundance of water caught by neighboring mountains.

Although situated on the southernmost tip of an island, Victoria is quite free from fogs. Because of its low range of variance in temperature and clearness of atmosphere, this city was chosen by the Canadian Government as the site for its two great observatories.

The motor roads of the Island are worthy of their setting. Victoria with its miles of residential streets and more miles of marine drives and beautiful views, is the starting point for many delightful trips. Among them are the 40 miles of Saanich Peninsula, skirting Cadboro and Cordova Bays; windmill, thrilling roads that climb up to the observatories, and a fourteen mile run to the famous Butchart Estate with its sunken gardens, metamorphosed rock garden and exquisite Japanese garden.

The Island Highway is the pride of the Island. It is a 170 mile stretch of well-made road running from Victoria to Campbell Falls along the Gulf of Georgia. It is strung with picturesque towns and branch roads lead to such delightful resorts as Shawinigan Lake, Cowichan Lake, Cameron Lake, Great Central Lake, and many a trout stream. The southern portion of the Highway is known as the Malahat Drive, pronounced by the knowing ones as a perfect motorway.

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NEWSPAPERS DON'T TELL ALL

As a Matter of Fact, World Must Not Be Judged by What One May See in Print.

Through all civilized countries folks spend a lot of their time just reading the papers. And it is all right, too. Everybody reads the papers.

But one must be careful to keep one's equilibrium at the same time. We must not make the mistake of supposing that there is nothing else going on in the world except that which the papers print.

The papers publish only the news that is startling or sensational. Naturally, that's all they publish. Whatever is unusual, out of the ordinary, something that astonishes one—these things are what the papers print.

If you were to go into a newspaper office with an item, say, about a man who had reared his family carefully, sent them to school and had paid the mortgage off his home, the editor wouldn't put that piece in the paper because there is nothing unusual about it.

But if the item were about a man who refused to work to support his family, and who beat his wife over the head with a club, and who chased them all out in the middle of the night in the rain, then the editor would say it was "news."

So, you see, it is mostly the troubles of the world, its seamy side, its crime and suffering and squalor that get into the papers.

Yet, there is the world's other side, thank God—its bright side, its love and gladness and charity and the help that one man gives another.

Read the papers, of course. But, when you read them do not get the idea into your head that the world is plunging headlong to perdition, because such is not the case.—Utica Globe.

The Flying Era.

Mail-carrying airplanes are already an old story, writes A. Russell Bond, in "Inventions of the Great War." In Europe the big bombing machines are being used for passenger service between cities. There is an air line between Paris and London. The airplanes carry from a dozen to as many as 50 passengers on a single trip. In some cities here, as well as abroad, the police are being trained to fly, so that they can police the heavens when the public takes to wings. Evidently, the flying era is here.

Thing of the Past.

"An old gentleman from the country visited Washington the other day and set the capital in an uproar. In fact, he was hailed as one of the nation's leading humorists."

"What did he do or say to make such an impression?"

"He said he'd come to Washington, by heck, to see a specimen of that there senatorial dignity."—Birmingham Age-Herald.

Merely Thinking.

"Yes," said Mr. Brown, "my wife and I are thinking of chartering a yacht for the year."

"But won't that be pretty expensive?" asked Mr. Hughes.

"Not so long as we confine ourselves to thinking about it," replied Mr. Brown.

A bad reputation may be acquired in a day, but it usually takes a life time to acquire a good one.

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Mr. Nat Porter, customs officer for the port of Simcoe, has been granted leave of absence for six months and will leave town on July 1st for a sojourn and rest to improve his health.