

OUTSTANDING CEREALS

O.A.C. Bred Varieties of Oats, Barley and Wheat.

In Actual Competition They Lead All Rivals—This Means an Annual Gain of Millions of Dollars to the Country.

(Contributed by Ontario Department of Agriculture, Toronto.)

Approximately five million acres are devoted annually to the grain crops in Ontario. About three-fifths of this acreage is used for oats.

Oats—Although there are about one hundred varieties of oats grown in general cultivation in Ontario about two-thirds of the entire oat crop consists of two varieties, viz. the Banner and the O. A. C. No. 72. The Banner variety of oats was introduced at least two score years ago under the name of Vick's American Banner. It was the leading variety of oats in Ontario for a number of years, and is still prominent in some localities.

The O. A. C. No. 72 variety of oats originated at the Ontario Agricultural College from a single seed in 1903. It has been included in the regular College experiments for the past thirteen and in the co-operative experiments over Ontario in each of the past seven years. The average results for the thirteen-year period, in bushels of grain per acre per annum, has been \$6 for the O. A. C. No. 72 and 75 for the Banner. In each of the past nine years the O. A. C. No. 72 variety has given a higher yield per acre in the average results than any other kind with which it was tested throughout Ontario. Within the past four years the standing field crops of the O. A. C. No. 72 oats have taken from three to four times as many first prizes as those of the Banner variety in the Field Crop Competitions throughout Ontario. The grain of the O. A. C. No. 72 variety of oats has taken the Championship prize at the Ontario Provincial Winter Fair in each of the past five years.

The O. A. C. No. 3 variety of oats is about ten days earlier than the Banner, produces a medium length of straw and grain which has a lower percentage of hull than any other named variety tested at the College. It is particularly well suited for mixing with barley when it is desirable to grow these two grains in combination, a practice now being followed by many stock farmers throughout the province.

Barley—Forty years ago the Common Six-rowed barley was grown almost exclusively in Ontario. In 1889 the Manchouuri barley was tested at the College for the first time. After proving its worth in an experimental way it was distributed throughout Ontario, through the medium of the Experimental Union, and became generally grown over the province. This was a decided improvement over the former variety.

The O. A. C. No. 21 barley originated at the Ontario Agricultural College from a single seed in 1903. As the then popular Manchouuri was an improvement over the Common Six-rowed so the O. A. C. No. 21 is an improvement over the Manchouuri. Largely through the introduction of these varieties the average yield per acre of barley has increased 50 per cent. in the last eighteen years as compared with the eighteen years previous.

Spring Wheat—The Wild Goose variety of spring wheat which has been grown in Ontario for many years is a high yielding grain. It is, however, a durum wheat, and is more suitable for the manufacture of macaroni than for bread production.

The Marquis variety of spring wheat is a hybrid which originated at the Central Experimental Farm, Ottawa, from crossing the Calcutta Hard Red and the Red Fife. It is not only a good yielder, but it is a wheat of excellent quality for bread production, and one which is increasing substantially in the Western Provinces and in Ontario. In the Experimentation at Guelph it occupies fourth place in average yield per acre of twelve varieties of spring wheat grown for four production over a period of six years.

Winter Wheat—The Dawson's Golden Chaff variety of winter wheat was started from a single seed in 1891, and has been grown extensively throughout Ontario for many years. It has a stiff straw, beardless head, red chaff and red grain of only medium quality for bread production. It is, however, a high yielding and has been very popular with the farmers of Ontario.

The O. A. C. No. 104 variety of winter wheat originated at the Ontario Agricultural College as a cross between the Dawson's Golden Chaff and the Hungarian varieties. It possesses a tall comparatively stiff straw, beardless head, red chaff and red grain of good quality. It is a vigorous grower, and in the experiments at Guelph has given a larger yield per acre and has killed out less in winter than either of its parents. In the co-operative experiments throughout Ontario for the last four years it has proved decidedly the most popular of the five varieties tested, and has headed the list in yield per acre in each of these years.

It is generally recognized that in a comparatively new country such as Ontario there is a tendency for a gradual decrease in crop production per acre owing to the natural depletion of soil fertility. It is interesting and suggestive to note, however, that according to the best information obtainable there has been an actual increase of from ten to twenty per cent. in yield per acre of three of the principal farm crops of Ontario in the last eighteen years as compared with the previous period of eighteen years. This increase in yield per acre for these three crops, reckoned at market prices, has made an over one hundred and thirty million dollars.—Prof. C. A. Zavitz, O. A. College, Guelph.

IDOL'S EVIL POWERS.

Strange Image Taken From Africa to England.

For the best part of a year visitors to the Philosophical Hall, Leeds, have kept a watchful eye on an African goddess, a little over a foot high, which gazes with unseeing eyes from a glass case.

Her body is erect, her hands are pressed on her hips, and all the while she looks straight to the front. Around her neck hangs a tiny string of colored beads. Across her chest is another string of beads, and around her waist is a string of the tiniest beads imaginable.

It is at these beads that visitors gaze, for superstition attaches to them.

"Her Ladyship" is very old. The cunning hand that carved her, the superstitious brain that invented her "influence," and the thousands of natives over whom she held sway have long since passed away. Only she remains, and her power remains with her. Her age is unknown.

In color she is a dark nigger-brown. She has been a respected personage in her own country—that is evidenced by the three strings of beads which ornament her. Had she been a common idol or fetish she would have been covered with offerings.

Before coming to England she was kept in a native village in Sierra Leone, on the West Coast of Africa. She was stolen from her dominions by an English officer during the war, and so much was she revered by the natives that for two hundred miles this officer was chased by her worshippers. He got safely away with the fetish and "Her Ladyship" found a home in England. Here her evil power soon made itself apparent.

Ill-luck was said to travel with her if she left her native home, and it did. There was a story that, should the beads on her body break, someone near to the owner at the time would die. One day the string round the neck snapped. The same day a relative of the owner died.

The string was repaired, and the owner got rid of "Her Ladyship." But wherever she went she took ill-luck with her, and finally she found a resting-place in the museum at the Philosophical Hall. There she has stood for some months, and for that time her influence has been at rest. Should the string of beads snap again—then it will be time to have her removed or sent back to her people. She is a fascinating piece of workmanship, and in a case full of gruesome and curious exhibits stands out very prominently. Visitors to the museum fall in love with her. Perhaps it is the delicate carving or the beautiful craftsmanship; perhaps it is the power of enchantment she is reputed to possess. At first sight she is rather repellent; but then her spell begins to work, and it is only a tremendous effort that takes the looker-on away from the goddess of Sierra Leone.

Authors as Deities.

Authors are frequently eccentric in their ideas of dress, says Tit-Bits. Charles Dickens, when sitting for his portrait to the painter Frith, arrived at the artist's studio arrayed in a sky-blue overcoat with red cuffs. "His dress was florid," wrote a contemporary; "a satin cravat of deepest blue, relieved by embroidered flowers; a dress coat with a velvet collar and satin facings."

Alexandre Dumas once arrived at an evening reception wearing a red tie and a shirt on which were depicted a host of little red devils disporting themselves amidst flames. Lord Beaconsfield was a celebrated dandy, and possessed an enormous wardrobe. He was much attached to a velvet suit with ruffles, and on one occasion attended a dinner party wearing green velvet trousers, a canary-colored waistcoat, long shoes with silver buckles, and lace cuffs to his coat.

He once walked down Regent street adorned in a blue overcoat, light blue trousers, and black stockings with red stripes.

Robert Louis Stevenson often used to wear a black flannel shirt, a knitted tie, Wellington boots, and rather tight trousers. This get-up was completed by a pea-jacket and a large white sombrero hat. His most amazing article of apparel was a lady's sealskin cape, which he draped about his shoulders and fastened with a fancy brooch, into which a small bunch of daffodils was thrust.

Honore de Balzac would affect the garb of a Dominican friar when writing, and Jean Jacques Rousseau was fond of wearing court dress.

Scotland Yard Airplanes.

One sign of the times is that Scotland Yard has added to its machinery for the detection of crime four up-to-date airplanes, fitted with dark rooms and accessories for the speedy development of photographs.

It might be of immense value to the official unravellers of murder mysteries if they could have before them in the briefest possible time photographs relating to the crimes.

In murder cases where expert evidence is likely to play a big part a machine which is despatched to the scene as quickly as possible, and photographs obtained and developed on the return journey.

The innovation is an experiment. If it proves satisfactory, it can be taken that it will form the nucleus of an air force for speeding up detection.

Reversed.

It was an unknown wit who scratched on the coffee-room window of a Thames-side tavern the following rebuke to the house: "I told the waiter James to fetch me for my pickles." Some Beane of '87. He took my order in a trice, But as I hope for Heaven, The wine was bottled in the spring. The bird was '87."

Clearing-Out Sale

of Groceries

Note the New Prices

Pepper, per lb. 45c
Lemon Extract, 2 for 25c
Bulk Tea, 55c
Mustard (bulk) per lb. 35c
Cream of Wheat, pkg. 98c
2 in 1 Shoe Polish, box 10c
Orange Marmalade, glass, reg. 35c for 30c
Spices at lowest prices.
Smoked Sliced Beef, tin, 35c
All Fancy Cakes, lb. 36c
Wash Boards, 50c
Palm Olive Soap, bar 10c
Fancy Soap, 10c
Goblin Soap, 3 for 25c

All Goods at Reduced Prices

Thomas Harris

BUTCHER -- GROCER

Administratrix Sale

In the Estates of John Lishman and Richard Ray Lishman, Deceased.

UPON INSTRUCTIONS from the Administratrix of the above Estates there will be offered for sale by Public Auction on the premises, being

Lot 22, Con. 10, Walpole

Friday, April 1st, 1921

at Twelve o'clock sharp, the following chattels:

CATTLE—1 Holstein heifer, Mechtildie Idaline Best, born Jan. 1st, 1920. Sire, Sir Adeline Colanthus No. 34152. Dam, Jewel Mechtildie De Boer No. 19945.
1 Holstein heifer, Mechtildie Fafaris, born Mar. 28th, 1920. Sire, King Tindere Fraforit No. 39522. Dam, Mechtildie Korndyke Wayne.

1 Holstein heifer, Korndyke Hengerveld Fraforit, born May 23rd, 1920. Sire, King Tindere Fraforit No. 39522. Dam, Korndyke Hengerveld De Boer No. 40930.
1 Holstein heifer, Lily Fraforit De Boer, born Mar. 15th, 1920. Sire, King Tindere Fraforit No. 39522. Dam, Princess De Kol De Boer No. 19942.

1 Holstein heifer, Rose Fraforit De Boer, born Feb. 15th, 1920. Sire, King Tindere Fraforit No. 39522. Dam, Princess De Kol De Boer No. 19942.
1 Holstein cow, Princess De Kol De Boer No. 19942, born April 24th, 1910.
1 Holstein cow, Jewel Mechtildie De Boer No. 19945, born Sept. 14th, 1911.
1 Holstein cow, Beauty Netherland No. 29346, born April 24th, 1913.
1 Holstein cow, Korndyke Hengerveld De Boer No. 40930, born Feb. 15th, 1920.
1 Holstein cow, Mechtildie Korndyke Wayne, born Dec. 10, 1915.

GRADE CATTLE—1 Holstein grade cow 7 yrs old, fresh; 1 Holstein grade cow 8 yrs old, fresh; 1 Holstein grade cow 8 yrs old, due 1st May; 1 Durham grade heifer 3 years old, due in May; 2 Holstein heifers, grade, 1 year old.
SHEEP—5 Cotswold ewes, 11 Shropshire ewes, 16 Leicester ewes.
PIGS—1 Yorkshire sow due to farrow in April, 15 Shoats.
25 Plymouth hens a quantity of grain.

HORSES—1 Bay mare rising 9 years old, 1300 lbs.; 1 Bay mare rising 8 years old, 1400 lbs.; 1 Bay horse 8 years old; 1 Bay mare rising 4 years old, 1100 lbs.; 1 Brown horse 8 years old, 1100 lbs.; 1 Brown mare rising 5 years old, 1050 lbs.

IMPLEMENTS—Deering binder, 8 ft. cut; Deering mower 5 ft. cut, Peter Hamilton drill, nearly new; McCormick horse rake, 2 two furrow (1 new, 1 old); 3-piece set Swing cultivators, 2-piece set cultivators, 4-piece set Swing harrows; Fleury chopper, 10 in. plate; Gray demountable shafts and pole, Baggy pole, Chatham wagon, Set sleighs, 2 Cutters, Top buggy, Wagon nearly new, 2 Corn boxes and shelving, Flat bottom hay rack, Perfection fanning mill, new; 200 lb. platform scale, London fork and sling, car with rope and pulleys, Hay fork, 2 sets of long shingles, Cutting box, 2 Corn cutters, Coal oil tank 42 gal., Oil tank 35 gal., Feed cooker, Iron kettle, Set pulley blocks, Fairbanks horse engine 1 1/2 h.p., Blower pipe with hood, Set dahonera, Cream separator (Standard), Set brass harness, Set nickel-mounted harness with chains and other articles.

2 Barricade churns, Babcock tester and butter worker, Capboard, Slideboard, Extension table and 6 chairs, Chevrolet Baby Grand Automobile (reserved bid).
TERMS—\$10 and under, cash; over that amount six months credit on furnishing approved joint notes. 6 per cent. per annum off for cash.

REAL ESTATE.

On the same day, at 2 o'clock sharp, there will be offered for sale the following valuable Real Estate:

1. Parts of Lots 22 and 23 in the Tenth Concession of the Township of Walpole in the County of Haldimand, containing one hundred and fourteen acres, 25 acres of which are wooded.
2. Parts of lots 22 and 23 in the Ninth Concession of the Township of Walpole in the County of Haldimand, containing by admeasurement 100 acres more or less, 26 acres plowed.

The Real Estate will be sold subject to a reserved bid and subject to the conditions of sale to be read on day of sale.

TERMS—10% of the purchase money to be paid on the day of sale and the balance within 30 days.
For further particulars and conditions of sale apply to

MRS. ALISON LISHMAN, Administratrix, Hagersville P. O.
COLTER & COLTER, Cayuga, Ont., Her Solicitors.
JAS. DUNLOP, Auctioneer.
Dated at Cayuga, March 14th, 1921.

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MEDICAL

I. J. LEATHERDALE, M.D. OFFICE HOURS: 10 to 12 a.m., 2 to 4 p.m. 7 to 9 p.m. JARVIS, ONTARIO.

SOCIETIES

I. O. O. F. JARVIS LODGE NO. 191 Meets every Monday evening at 8 o'clock. N. G., J. Dellar; F. S., N. R. Pond. R. S., J. S. Burwash, Treas., Jas. Haslett. Visiting Brethren Welcome.

HOTELS

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Foreign Railways and Rates

During December, 1919, and January, 1920, the Italian railways advanced their first-class passenger fares 80 per cent, their second-class fares 60 per cent, and their third-class fares 50 per cent. Both freight and passenger rates already during the war had been advanced 30 to 40 per cent.

The passenger rates of the French railways, two of which are owned by the government and all of which are being operated under government control, were advanced 40 per cent during the war and the freight rates 30 to 37 per cent. Because of the deficits which have continued to be incurred proposals for further advances have been under consideration.

The advances in rates on the Austrian railways since pre-war days have been enormous. The increase of 30 per cent made in February, 1920, made the total increases about 180 per cent.

In September, 1919, freight and passenger rates in Belgium had been increased 40 to 50 per cent since pre-war times. Further increases have been made since then.

In September, 1919, freight and passenger rates in The Netherlands were advanced 60 per cent.

Very much the largest advances reported in any country have been made in Germany, where, it is well known, practically all the railways are owned and operated by the government. Repeated advances were made during the war and still further very great advances have been made since the signing of the armistice. The passenger rates now average about 700 per cent higher than before the war, and the freight rates about 800 per cent higher.

Large advances in rates have also had to be made in many countries which were remote from the seat of hostilities. For example, in December, 1919, all freight and passenger rates on the South African Government railways were advanced 25 per cent, while in August, 1919, a raise of 20 per cent in both freight and passenger rates was made in Brazil, and in October of the same year additional increases were proposed. Even in Australia, which was about as remote from the theatre of hostilities as any part of the world, all the government railways have suffered severely from the effects of the war and have had to make advances in their rates.

The railways of Great Britain were placed under government control at the beginning of the war and are still being thus operated. During the war the passenger rates were advanced 50 per cent, while the freight rates were not advanced at all, and because the increases in expenses greatly exceeded the increases in rates the government incurred a large deficit. To reduce or wipe out this deficit advances in the freight rates of the British railways ranging from 25 to 100 per cent were made effective on January 15, 1920, and extra charges were added to rates which cover the collection and delivery of freight at stations as well as its transportation. In March, 1920, the demurrage charges imposed for holding a car one day beyond the period of free time were increased 100 per cent, and the charges for subsequent days 200 per cent.

TO ALL Whom It May Concern

THE Parliament of Canada has recently passed a bill regulating the taking of the vote on the Referendum in Ontario on April 18. The points to remember are as follows:

1. Every British subject by birth or naturalization, man or woman, resident in the Dominion of Canada one year previous to February 1, 1921, and resident in the Province of Ontario for two months previous to same date, is entitled to vote, unless otherwise disqualified.
2. Voters' Lists used in the last provincial referendum are the lists to be used in this Referendum, subject to revision. Every voter in an urban polling division must be on the list, and will presumably be on the list only in the division in which he resides.
3. In incorporated cities and towns of 1,000 population or over, arrangements will be made for receiving applications from any who are not now on the list on March 29 to April 4 inclusive—except Sunday—when for six clear days officers will sit to receive such applications.
4. In rural polling divisions the voter must be either on the list or be put upon it as a resident and be vouched for as such by another resident.
5. Both affirmative and negative sides have the right to select scrutineers.
6. Women have the right to vote.

VOTE—and vote—YES Ontario Referendum Committee.

GEORGE L. MILLER CONVEYANCER AND REAL ESTATE DEALER AGENT CANADIAN NATIONAL RAILWAYS JARVIS, ONTARIO

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