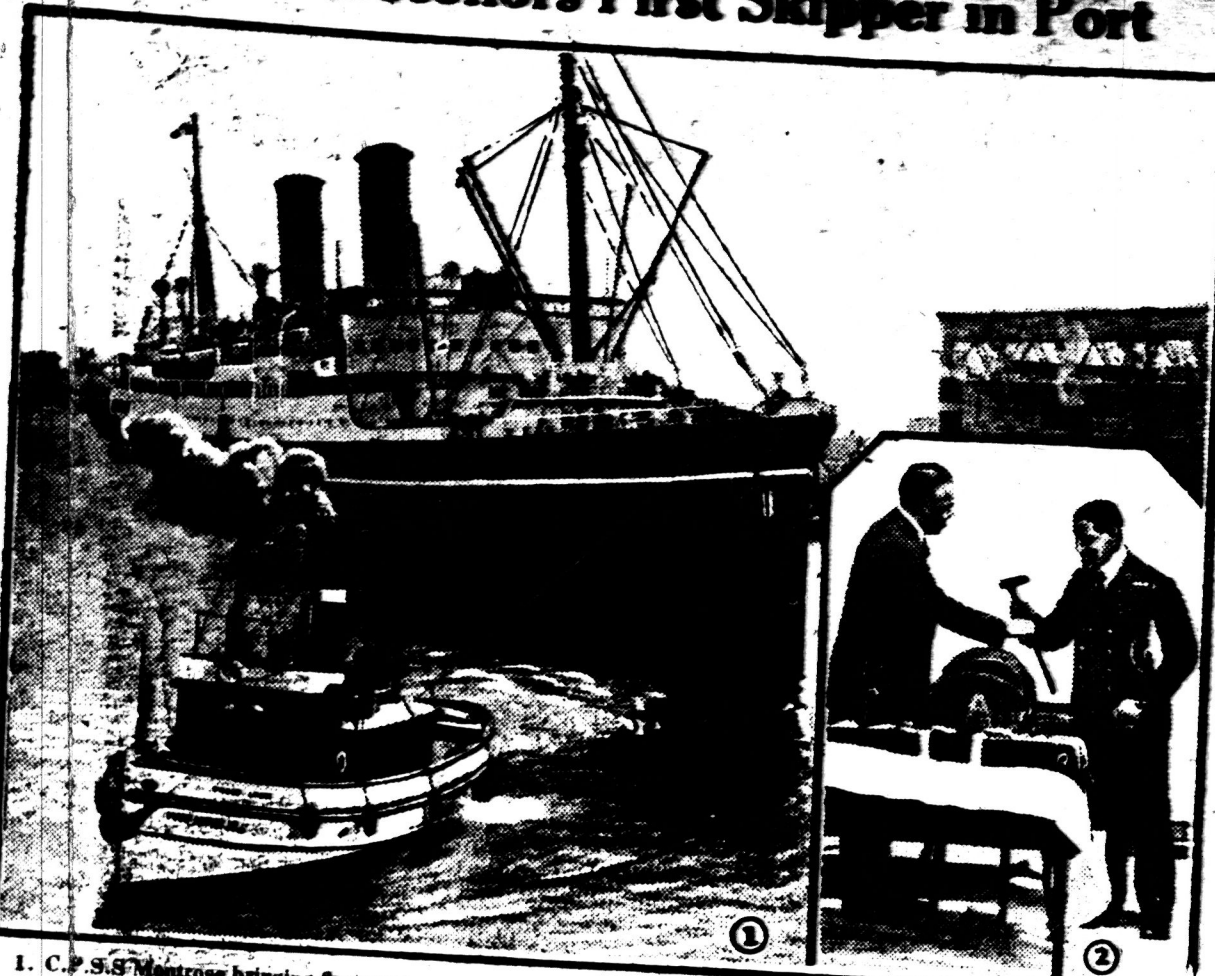


Montreal Honors First Skipper in Port



1. C.P.S. Montreal bringing first passengers to Montreal, 1923 season. 2. Captain Edmund Aikman, Commander of the Belinghrope.

TWENTY years ago Montreal was but a "mere calling place for ships." It had practically no modern cargo-handling devices or equipment, its wharf sheds were just wooden blocks, which were actually taken down in winter to prevent them being blown away, and much of the merchandise was stored in the open air at the mercy of the wind and weather. Now Montreal is the greatest port of Canada, and it is the best located. From a mere front rank of ocean ports, it has stepped into the first rank of the world, and has become equipped with facilities for the accommodation of ships and for the handling and storing of freight that are unrivalled on the continent. Despite the fact that Canada has less than 10,000,000 population and that the United States has more than 110,000,000, Montreal now handles a greater volume of business than any port on the American continent with the solitary exception of New York.

The principal reasons for Montreal's supremacy are the facts that it is nearly one thousand miles inland from the ocean, at the head of deep water navigation with direct access to the Atlantic, and that behind it is a through route right up to the head of the Lakes at the Twin Cities, a thousand miles further inland. Were it not for Montreal, the chief one of the great St. Lawrence routes, and the vessel fretting at the mouth of the great river must wait until the ice goes out in the spring before they can make their way westward.

About fifty years ago, the Harbor Master originated the idea of presenting a tall ship to the city of Montreal. This vessel was observed for about thirty-five years, then, as the top has been lost, a gold-headed can was presented instead by the Harbor Commission.

This year the can was presented to Captain Edmund Aikman, of the Canadian Pacific S.S. Bolingbroke who had just completed his first voyage in command. The Bolingbroke left London for Montreal on April 15, calling at Antwerp en-route, arriving three hours ahead of her nearest competitor on May 3rd. The liner "Montrose" of the same line, the first passenger vessel to reach the port in 1923, arrived two days after.

Mrs. Charles Yocum has returned home after spending a week in Hamilton and Toronto.

Mr. and Mrs. Goodlet and children of Delhi visited her father D. M. Allen on Saturday.

Mr. and Mrs. Joseph Stadler of Nelson Corners visited friends in town on Sunday.

Hon. G. Howard FERGUSON

Will address the Electors of Haldimand in DUNNVILLE on MONDAY afternoon JUNE 4th at 3 o'clock

F. R. LALOR, ex-M. P., DR. JACQUES, ex-M. P. P., MARK C. SENN, M. P., and the Candidate, DR. BERRY, will also speak.

DR. R. N. BERRY The Candidate



Here and There

Parana canal tolls for April amounted to \$1,879,377.

About \$2,300,000 is to be spent on the construction of roads and bridges in the province of British Columbia this year.

The Customs and Excise revenue for April amounted to \$20,000,000 over the receipts of April of last year.

Emigrants numbering 15,000 left Canada during the first four months of the year, according to consular estimates in Glasgow.

Canadian flour has at last been placed on the Panama market. One shipment of its largest, 1,000 barrels being taken.

Seventy-five per cent. of the copper produced in Canada in 1922 was the output of British Columbia mines. The Canadian production for the year was 43,321,402 pounds, of which British Columbia accounted for 32,432,521 pounds.

The famous Chateau Frontenac husky dog team, remembered by visitors during last winter's sports season, is being perpetuated. One of the dogs has just given birth to three pups, and if the youngsters turn out to be like their parents the Chateau Frontenac team is likely to continue winning dog derbies.

Fishing licenses in the Maritime Provinces have been reduced. The special regulations for Nova Scotia, New Brunswick, and Prince Edward Island have been amended to provide that in many instances where the license has been more than a dollar it will now be one dollar.

No limit will be set to the help to be offered to new settlers in the cleared sections of the province of Quebec, according to Premier Taschereau. The latest government provision is to pay colonists at the rate of \$400 per acre for land cleared in their colonization lots since 1920. \$7,000,000 have been voted for provincial colonization.

The decision of the Canadian Pacific railway Company to scrap agreements with 20,000 Canadian farmers in the west and enter into new contracts with them, extending over 34 years on an amortization basis, will affect approximately a value of approximately \$100,000,000, and relieve many farmers of heavy, pressing debts.

The new motor ferry operated between Victoria, B.C., and Bellingham, Wash., develops a speed of 14 knots in adverse weather. This motor driven vessel, recently launched, is the first of its class to be used in this service and the first to be added to the Canadian Pacific fleet. It has a capacity for 50 automobiles.

Abraham Martin, first Scotch settler in Canada, first King's Pilot on the St. Lawrence and first farmer on the Plains of Abraham, which were named after him, has been honored by the Canadian Pacific Steamships, Ltd., at Quebec. At the same time, a Provincial Treasurer of Quebec, officiated at the unveiling ceremony recently.

Two thousand Canadian Red Men are expected to participate in the Calgary stampede and to move on to Banff for their celebrations and pow-wow on the Indian Days, July 16th and 17th, during which the citizens of Banff will see a horse, pony racing, wrestling on horseback, shooting with the bow and arrow, tent-pitching and camp making contests are among the features.

WORKING THE MOWER

Practical Instructions on Running This Useful Machine.

Give the Cutting Bar and Steel Plate Attention. Keep the Knife Sharp—Go Over the Machine Daily—Return From Bees.

(Contributed by Ontario Department of Agriculture, Toronto.)

This machine has given splendid service to the farmers of the past and present generations. Fifty years ago the mower was a perfected machine, and the improvements since that date have not been of a revolutionary nature.

Watch the Cutting Bar. This machine is subjected to a number of abuses traceable to the carelessness of the average farmer. Lack of attention in oiling, dull ledger plates and knife operated over rough or stony ground. With the knife running close to the soil surface, injury from contact with gravel, sand and small stones is frequent. The watchfulness of the operator to avoid such conditions is the best protection for the cutter bar to injury in the best protection when the mower is in use on rough ground.

The cutter bar with its numerous guards can be elevated or tilted quickly by an experienced operator and obstructions should be kept tight and in perfect alignment.

Give the Steel Plate Attention. The small steel plate that is riveted to the guard at the point where the knife edge performs the scissor movement should be kept sharp or at least not permitted to wear round. These plates, commonly known as "ledger plates," become dull with use, a condition which greatly reduces the efficiency of the mower and increases the draft. A mower with dull or rounded ledger plates will stick in cutting or cutting of damp grass. A sharp knife and sharp edged ledger plates means light draft for the team and clean, free cutting of the crop.

The Knife Must Be Kept Sharp. Too much attention cannot be given to the cutter bar with its guards and quick moving mouse-nest or tuft of grass at every look for the trouble is in the dull knife, the ledger plates, the worn guards or the keepers that hold the knife down in place. With the new mower it will be noted that the cutting edges are sharp, that there is but little play for the knife other than in the mouse-nest. In the past too little attention has been given to keeping the ledger plates sharp. With these dull, no matter how good the knife is, tough material will be being cut. The blade used against the guard causing wear that adds greatly increased draft.

Why the New Mower Costs More. The experience of all is that the new cuts better the first season than ever before. This experience is largely due to the fact that the attention is paid to the parts that are responsible for the cutting. The wear in the greatest points of the mower is greatest at this point. This is why, together with the grinding necessary to keep the knife sharp, the shape of the section counter-reduces its efficiency as a cutting implement. The man doing the grinding should endeavor to keep the original shape of the section in so far as possible. Many of the emery grinders used in sharpening mower knives grind away the section to a serious extent without realizing very much sharpening. A special emery or carborundum stone or file should be used and the work done in the farm shop. A spare knife should always be at hand in the field.

Go Over the Machine Daily. The mower should be gone over carefully twice each day and all bolts tightened. The main bearings should be oiled at least once each hour, and the pitman bearings at least every half hour. When the mower is not in use the knife should be removed, the vertical position be elevated to the chine is not in use. A little heavy mineral oil should be brushed over all parts that are likely to rust. Don't use paint oil. The mower, like the binder, to give its best service, should be given good care.—L. Stevenson, Sec. Dept. of Agriculture.

Returns From Bees. Good returns are obtained from keeping bees in Canada, the conditions in many parts of the country being particularly favorable for honey production. Yet much uncertainty exists and misconceptions have arisen as to the returns to be expected. One sometimes hears that a colony of bees has produced in one season four or five hundred pounds of honey. Such yields are exceptional, and are the result of a combination of fortunate circumstances, abundant flowers of alpine and white clover, fireweed, or other important and a well trained and experienced beekeeper. And above all, favorable weather. They cannot be repeated every five, or even ten years. Sometimes a year of failure follows a year of plenty.

To get reliable figures it is necessary to average the returns from the colonies in many parts of the country for a number of years. The latest figures show that the average annual yield of honey has varied from 18 pounds per colony in the least profitable apiary to 133 pounds per colony in the most profitable. The average annual production for all the apiaries was 63 pounds per colony, which is high enough to make a satisfactory profit. There are and the importance of good management the returns of only 18 pounds having been due to inexperience.

Star of the Dumbells III. GALT, May 21.—Al Plunkett, one of the stars of the Dumbells, is in the General Hospital here, suffering from pleurisy. When the company came here for a two-day engagement Plunkett was unwell, but still took part in both performances. However, when they got ready to move he was too ill to accompany the Dumbells.

No family has a right to purchase any more until each member has at least a pint of milk daily.

BELGIUM IS ANXIOUS

Calls on France for an Allied Conference.

Comes Out With Direct Challenge to Poincare Government and Threatens to Withdraw From Ruhr—Italian Frontier Makes Dramatic Re-entry Into Reparation Scene.

PARIS, May 28.—The note handed Premier Poincare on behalf of Premier Theunis, of Belgium, Sunday night is likely to be the third most important milestone since the Ruhr adventure started. The first two were Brussels' promulgation of progressive evacuation, made in mid-March, and receipt of the German reparations offer the beginning of this month.

The Belgians are being pushed by circumstances. Backed by grave labor or trouble, which allowed to revolution in Antwerp in the last three days, the Brussels Government is thoroughly fearful of establishment of Communist rule in the next door in the Ruhr. It quite fails to see eye with M. Poincare, who, while prosecuting Communists at home, is assisting neutral in the Ruhr.

So the Belgians have gotten down to business. Their new draft contains the Belgian scheme for making Germany pay. This was obviously drawn up by the business man, Premier Theunis, and seeks to assess the Reich's resources at the present time.

It suggests allied monopolies of saccos, sugar, alcohol, exploiting the railroad, and a special customs regime. What is being suggested is a progressive evacuation, M. Theunis suggests, and Italy be taken back at the following manner:

France and Belgium should address a joint note to the other two, stating their minimum demands, which should be agreed on in Paris next week.

Judging by M. Poincare's Temps, which calls for resumption of international diplomatic exchanges, this will probably be accepted by France.

Over the French mind takes a firm stand on the French side, as her indebtedness is cancelled, so she will be prepared to reduce the German "G" bonds. The Belgians politely point out that having no war debt they are disinterested, but should a reaction be made, they will insist on ten per cent. of any payments, instead of eight per cent., as at present.

Because of economic failure of the occupation, M. Poincare will probably make large concessions to the Belgian view. His recent assertion of the table—it cost France 1,650,000 franc a day—is smelted at even by his best friends.

Premier Mussolini, of Italy, has made dramatic re-entry into the reparations scene, according to the Foreign Office. Coming on the heels of the far reaching Belgian proposal, his intervention is appreciated here.

It seems to be in effect that "Premier Poincare's" cry of "No more conferences" is likely to go by the board in a month's time, with the summoning of an inter-allied meeting at Paris. It cannot be held earlier because Signor Mussolini has to make a Sicilian tour and will address his Chamber of Deputies on foreign policy before coming here.

The probable procedure will be this: In a few days, unless he actually goes to Brussels, M. Poincare will reply to the Belgian note with counter-propositions maintaining the French stand as far as possible. After these have been examined a Franco-Belgian reparations conference will be drawn up. This will be presented to a new allied conference in Paris.

This procedure may, of course, be modified should the Germans come forward with another offer in time, or should the Italian Premier, in his anti-Poincare speech prove to be anti-Poincare. The French believe the British will stand pat on the terms they suggested last January in Paris.

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Hundreds of Dresses for important wearing—mirroring Fashion at her springtime best—the best productions of selected makers, upon whom Falls' have found it safe to depend, who repay Falls' confidence by meeting Falls' requirements.

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- Silk Embroidery, Drapes, Plants, Beads, Sashes, Huge Roses, Panels, Copy treatments; every kind of Sleeve, and Scores of Styles
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Dinner Styles
Country Club Styles
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Summer Resort Styles
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Styles for Brides

Misses, sizes, ages 14 to 20. Women's sizes, 36 to 46

MATERIALS	COLORS
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—Serges	—Tan
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	—Green
	—Germanium
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\$40.00, \$42.00, \$45.00 and \$47.50. Dresses for \$33.00	\$22.50, \$23.50, and \$25.00. Dresses for \$17.00
\$30.00, 35.00 and \$38.50. Dresses for \$25.00	\$15.00, \$16.50 and \$20.00. Dresses for \$12.00

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BEAUTIFUL WITH EMBROIDERY OR BEAUTIFULLY TAILORED

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—Falls' Department Store, Simcoe.

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