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Once cent a word for first insertion; minimum 25c; two cents a word for three insertions, minimum 50c; cash.

FOR SALE—A Baby Carriage, in ivory finish, good as new. Apply at Record Office. 46c

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Feature
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Here and There

Mineral production in Canada for 1924 is estimated at \$886,194,000, compared with \$214,079,531 in the preceding year, according to a preliminary statement issued by the Department of Mines. Metallic minerals accounted for \$86,034,000 of the total, followed by fuels and other non-metallics with \$78,330,000, and structural materials and clay products with \$83,330,000.

The Port of Montreal created a new world record in 1924 for the amount of grain handled by any one port in any one year, namely, 165,139,396 bushels, while from January 1 to November 30 she handled 94,368,508 bushels more than her nearest competitor and 17,322,709 bushels more than the seven next busiest ports combined.

Described as the finest coastal vessel in the world, the "Princess Kathleen," recently launched by Lady Mount Stephen, widow of the late Lord Mount Stephen, a former president of the Canadian Pacific Railway, left Glasgow on January 15 on her ten thousand mile journey through the Panama canal to join the Canadian Pacific's fleet of coastal steamships plying the seaboard of British Columbia.

A historic pageant of some proportions is being planned by the Calgary exhibition board for this year, its object being to commemorate the fiftieth anniversary of the founding of the city by the old North-West Mounted Police in 1875. In the period which has since elapsed, Calgary has grown to be an extremely busy, modern city, having a population of 75,000. A stampede similar to those held in Calgary in previous years is also planned for this summer.

The itinerary of the "All Blacks," New Zealand's wonderful rugby team, hitherto unbeaten, in their tour of Canada, was announced by the Canadian Pacific recently. Landing at St. John, N.B., on January 31, from the company's steamship "Montclair," the team will proceed across the Dominion via Canadian Pacific lines. They will make short stays at Montreal, on February 1; Toronto, February 2; Niagara Falls, February 3; Calgary, February 6; Banff, February 7-9; Vancouver, February 10-21, and sail from San Francisco on the 25th. Calgary is giving them a ball and dance at the Palliser Hotel, they will take part in the Banff winter carnival, and will play teams from Vancouver and Victoria while on the coast.

Very heavy summer travel is anticipated by the Canadian Pacific Railway during 1925, especially to conventions on the Pacific coast of Canada and the United States. C. B. Foster, passenger traffic manager of the company, announced recently. Canadian and American railroads expect 150,000 persons to attend these conventions, some of which will be very large. At least thirty westward bound special trains, and as many eastward bound, will be provided by the Canadian Pacific to handle the delegates. Mr. Foster stated, and Banff and Lake Louise expect great seasons, as so many of the travellers will stop off at those famous mountain resorts. There will also be a very heavy movement to conventions in eastern Canada and the eastern United States.

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THE INTERNAL PARASITE

causes About Fifty Per Cent. of All Poultry Disease

How They Weaken the System—The Lye Treatment Is Best—Tapeworm Troubles—Good Food for Poultry—The Farm Water Supply.

(Contributed by Ontario Department of Agriculture, Toronto.)

Internal parasites are responsible either directly or indirectly for fifty per cent. of the poultry losses. This means that millions of dollars are lost each year through the presence of these undesirable creatures.

How Parasites Weaken the System.

Frequently autopsies of healthy birds reveal the presence of a considerable number of intestinal worms which have apparently, up to the time, not caused the bird any great physical harm. In many cases, however, birds become thin, emaciated and finally die. Heavily infested birds are much more susceptible to other diseases, as fowl cholera, tuberculosis, and roup. Practically all the nematodes infesting poultry have the intestinal tract as their home. Eggs passed with the droppings develop quickly if the soil of the poultry yard and the weather are favorable into the larval stage. The infective larvae are picked up by the same or other birds of the flock, and finally develop within the intestinal tract, into mature worms. The cycle goes on, more worms, more eggs, more worms, unless the poultry owner makes up his mind to destroy the parasites that take his profits. The destruction of the parasite is easy.

The Lye Treatment Is Best.

A teaspoonful of concentrated lye mixed with each four quarts of grain, and cooked slowly for two hours and allowed to cool. The birds are given their ordinary feed one morning, and then nothing else until the next morning, when they are given as much of the lye mixture as they will eat. The water pan is filled. This treatment should be given twice during the summer. A four-week interval between treatments is essential. When removal of the birds to clean pens.

How to Deal With Tapeworms.

Tapeworms or tapeworm infesting feed differ from the nematodes or round worms in that they require an intermediate host to carry on their life cycle. It has been demonstrated that the various species of snails, slugs, worms and flies that may be found about poultry plants are intermediate hosts of the tapeworms that infest chickens. These white, ribbon-like segmented worms can be successfully combated with the lye treatment as given for round worms. Secondary precautions and rational treatment of the soil in the poultry range is very essential in keeping tapeworm under control. Concentrated lye is cheap and effective. Why permit your poultry to continue as a convenient host to profit reducing parasites. The chickens cannot get rid of their tormentors unless you help them.—L. Stevenson, Director of Extension, O. A. C., Guelph.

GREEN FEED FOR POULTRY.

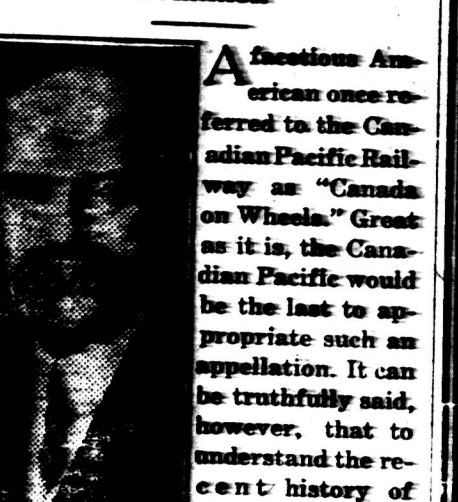
The Best Hatches Are Generally Due to the Vitamins In Grass, Cabbage, Sprouted Oats, Etc.

The old-time poultry man knew that it was necessary for the breeding birds to get outdoors during the hatching egg production season, if the results were to be really favorable. Why the outdoor life made the difference he did not know, but we have learned since that the outdoor life had little to do with the hatchability of the eggs. The success was due to what the hen ate while free outdoors. Green grass and clover, cabbage, lettuce, kale, sprouted oats carry the fat soluble Vitamin D, which is essential for fertility and hatchability of the egg and the utilization in the body of phosphates of lime, so essential in bones. The fat soluble Vitamin A is also present in all green feeds, and to a lesser extent in turnips, mangels, and rutabagas. The use of green feed in some form is absolutely essential if the hatchability of the egg and the vigor of the chick is to reach a high standard. Many poor hatches in late winter and early spring are due to the breeding stock not receiving the vitamins carrying green feeds. Sprout oats and let them grow four inches high before feeding. Stock the feed storage cellar or pits with turnips, mangels and cabbage, and let the breeding stock have all such green feed as they care to consume.—L. Stevenson, Director of Extension, O. A. C., Guelph.

NEW BOOK BIKES

ROMANCE OF HISTORY

Tells Story of Canadian Pacific Railway and Building of Dominion



A fastidious American once referred to the Canadian Pacific Railway as "Canada on Wheels." Great as it is, the Canadian Pacific would be the last to appropriate such an appellation. It can be truthfully said, however, that to understand the recent history of the Dominion one must know that of the Canadian Pacific. Now at last comes a volume, well illustrated with photographs, which presents that history in its most palatable form—that is, in a form emphasizing the human factor. "The Romance of the Canadian Pacific Railway," by R. G. MacBeth (the Ryerson Press, Toronto, \$2.50).

The author, who has a number of historical works to his credit, is singularly well equipped. Apart from his literary skill, he has the advantage of having lived in the Canadian West all his life. He has always been in close touch with the Canadian Pacific, though he is careful to point out that he has never been connected with it and has written and published his book independently.

Mr. MacBeth here traces the amazing story of the company's development into the world's greatest transportation system; of the steamships, of the telegraph and express; colonization; irrigation; hotels and bungalow camps; of its war service and of all its activities, with a wealth of interesting detail which illustrates the brilliant administrative and organizing ability of its executive.

Canadians should be proud, as Mr. MacBeth reminds them, that their country approved the construction of the pioneer transcontinental when the population was only 4,000,000, though the United States had not dared to undertake a similar road till she had ten times that number. The frightful difficulties, political, technical and financial, through which the company's sponsors and founders fought their way to victory are well summarized. For instance, it is recalled that sections of the line north of Lake Superior cost \$500,000 a mile to build, and a muskeg east of Winnipeg swallowed seven tracks before it was conquered. The author shows that the triumphant accomplishment of the work was especially creditable because it took place in a period of immense depression.

Sir William Van Horne, general manager and later president, that man of tireless energy, vision and determination, is the central figure in the volume and there are many anecdotes illustrating his versatile character. But all the other great men of the company—Mount Stephen, Shaughnessy, Beatty, Angus and a host of others—receive their due. Lord Shaughnessy's fine words: "The shareholders and directors of the company have always been impressed with the idea that the interests of the company are intimately connected with those of the Dominion and no effort or expense has been spared to help in promoting the development of the whole country" are amply backed by the company's deeds. And the author makes a statement which is very a propos when he says: "The country and the railway, in such a case as this, must stand or fall together. Each is necessary to the prosperity of the other. Hence for one to attempt the destruction of the other is practically a roundabout but effective way for that one to commit suicide."

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is better today
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The Best Furniture

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Many years ago one might have paid less for a Suite of Furniture, but one never got anything like the woods, cabinet work, beauty of design and fine finish for the money.

Falls' Furniture Sale sets the standard for qualities and economies. No wonder it is setting up a new standard in volume of selling. The low prices quoted and the following liberal and convenient terms of extended payments is bringing a very large volume of business.

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Members during February may buy Furniture during the February Sale at the low cash price, paying one-fourth now and arranging to pay the balance by the month over a period of six months. Salesmen and Saleswomen are in readiness to show the goods and give any information. Everything is well displayed and the plain price tickets are on the goods.

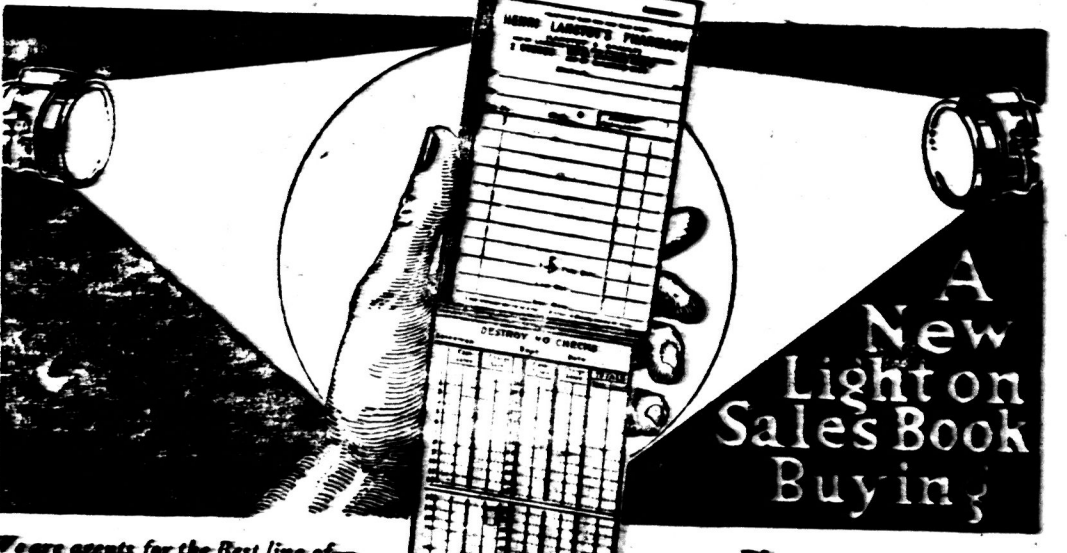
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