

# THE WINTER CARNIVAL AT BANFF



1. Strongheart, donor of the Grand Prix dog trophy. 2. With his trainer and W. W. Grant at the Albertan Broadcasting Station. 3. Skating party, Banff Springs Hotel. 4. Banff again.

THE beautiful mountain town of Banff has become the hub of winter sports, and its claim as one of Canada's finest playgrounds in winter or summer is admitted. The Canadian winter begins there ordinarily about the middle of November, and from that time until the end of March, curling, skating, tobogganing, swimming in the hot sulphur pools and a host of other sports fill the days, and dancing, cards and music help to pass the evenings.

The Banff Winter Carnival this year was the best on record. It was attended by a larger crowd than ever before, and the attendance was more than justified by the programme which opened on February 24th and closed March 5th. The ten days were crisscrossed with sporting competition events. The ladies' hockey championship and the ski-jumping contests were perhaps the most popular and spectacular features open to all, but there were very few visitors who did not enter one or more of the other lists.

On Saturday, March 3rd, a hundred mile team dog race was held on Lake Minnewanka, at Banff, Alta., the first long distance dog race in which all the contestants were in full view of the spectators the whole time. Among the contestants were seven famous dog teams from The Pas and the ex-

citement they provided compensated for many a long journey. This part of the programme was supported by the Trimble-Murfin Motion Picture Production Company, which is at present located at Banff for the filming of Jack London's "White Fang." Strongheart, "the wonder dog of the movies," which is taking the leading part in the picturization, donated the trophy in the Grand Prix race, and from the W. W. Grant broadcasting station at Calgary challenged all dogdom and invited all Canada and the United States to attend the dog classic of all time at Banff.

Special arrangements were made with the Canadian Pacific Railway for the transportation of Strongheart and his party which consisted of Miss Lillian Rich, Mrs. J. I. Brewster, Mr. J. I. Brewster, president of the Banff Carnival Association; and Mr. Lawrence Trimble, the dog's trainer. Strongheart travelled in the Pullman car and was received at Calgary by Colonel G. R. Peakes, V.C., at whose invitation he had undertaken the journey. After being introduced to a large number of boy scouts gathered to meet him, Strongheart was taken to the broadcasting station where, after introduction by his trainer, he barked his message to the world.

Strongheart, the central figure in the splendid collection of dogs that

were gathered for the race, was once a German police dog and towards the end of the war he saw considerable Red Cross service. Three years ago he was brought to this country and was purchased by Jane Murfin, the playwright who wrote "Lilac Time" in collaboration with Jane Cowl, the actress. Miss Murfin and Mr. Trimble are the producers of the picture plays in which Strongheart is the star. Just as a dog he is worth close to fifteen thousand dollars; but as a dog actor he is almost beyond price. He is not a trick dog. He is just under the absolute control of his trainer.

In the training of his charge Mr. Trimble applies to the dog the psychology of the human, and he believes in treating dog as you would treat a man. He watched how Strongheart reacted to every stimulus—sounds, sights and smells, and worked with him accordingly. He made him change the habits formed in police and Red Cross work, but he did not attempt to try and change the dog's impulses. The actor dog's actions are governed by what he recognizes as the supreme authority and he does anything that he is told because his master has never ridiculed him or betrayed his trust in him. His dog nature has just been understood, and that is why he has become a movie star of the first magnitude.

## Here and There

**Water Tanking.**—It is announced by the Canadian Pacific Railway that along the improvements planned for 1922 to company property is the building of a steel water tank to hold from 60,000 to 100,000 gallons at Guelph Jet.

**Ottawa.**—A constantly growing appreciation on the part of Canadians of their national parks, evidenced by the continued increase in the number of visitors in the last year, is emphasized in the report of National Parks Commissioner J. B. Harkin. Visitors to all Canadian national parks during the year in question were estimated at 166,000, of whom more than 71,000 went to Banff. Foreign travelers to the larger parks were about 65,000. From an economic point of view, on a basis of \$300 spent by each foreign visitor while in Canada, the national parks accounted for an indirect revenue of some \$19,500,000, which amounts to about \$2.22 per capita of Canada's present population. Other revenues from the parks, in the way of timber sales and concessions, accounted for \$72,000. Total appropriations for the parks last year were \$966,000.

**Owen Sound.**—Superintendent William Bethune, of the C. P. R. lake steamships has announced the officers for the steamers for the coming season. All last year's officers will be in their place without any change. The officers are as follows: S. S. Assiniboine—James McCannel, master; A. A. Cameron, chief engineer; George Bethune, purser; D. A. Sutherland, chief steward. S. S. Keewatin—M. M. McPhee, master; C. Dutterworth, chief engineer; C. S. Miers, purser; E. R. McCallum, chief steward. S. S. Manitoba—F. J. Davis, master; George D. Adams, chief engineer; George H. Fisk, chief steward; John E. Laine, purser. S. S. Athabaska—Murdoch McKay, master; George S. Rae, chief engineer. S. S. Alberta—John McIntyre, master; William S. Struthers, chief engineer.

**Winnipeg.**—In connection with movement of grain to Vancouver from September 1, 1922, up to and including February 21st, the Canadian Pacific Railway has delivered at Vancouver a total of 6,768 cars of grain representing 8,894,816 bushels.

During the same period there has been exported from Vancouver to the Orient 1,284,550 bushels and to the United Kingdom 10,093,620 bushels, or a total of 11,378,170 bushels.

During the same period last year, the Canadian Pacific Railway delivered at Vancouver a total of 3,451,952 bushels of grain and there was exported from Vancouver during the same period last year 3,200,000 bushels, 1,220,000 of which were exported to the Orient and 2,080,000 to the United Kingdom.

In addition to this grain, which has already been exported from Vancouver so far this season, there is in store in elevator at that port 942,823 bushels, according to a statement of E. D. Cotterell, Supt. Transportation, Western Lines.

**Vancouver.**—In the C. P. R. Hotel Vancouver, at Vancouver, there are approximately 600 rooms. The all-the-year-round staff numbers about 400 employees. The comparatively small matter of keeping paintwork, etc., in spotless condition calls for the continuous service of five painters and ten helpers; and five engineers with four stokers, four ash-men, two scullers and two truckmen are required in the engine-room. Then there are basement cleaners, store-room men, four kitchen cleaners, two painters (for menus), a yardman, an iceman, five food checkers, and three men on food control. The duty of the last is to see that every ounce of food leaving the storerooms is tabulated, so that at the end of each day the results of lining-room operations can be checked instantly. The kitchen is the largest unit of the hotel. There is a chef with 48 assistant cooks, to serve the dining-room and grill. There are three separate cooks for the lunch counter. Two of the cooks attend to the broiling, three do nothing but frying three cook vegetables exclusively, and there are six pastry cooks. In addition, there are cooks who boil eggs, others who make tea, and others who make coffee. On man spends his working hours making toast; and there is another whose sole duty is to clean and open oysters. To feed the guests in one day 90 dozen eggs are required. Between 3,000 to 5,000 lunch and dinner rolls are baked daily, and to butter these and for cooking 100 lb. of creamery butter are used each day. Carrots are consumed at the rate of 100 lb. a day, and between 800 and 1,000 lb. of potatoes are used every twenty-four hours. Other vegetables are used in quantities of from 50 to 500 lb. according to the number of guests in the hotel. It takes from 18 to 20 gallons of cream, 50 gallons of milk, and 175 to 200 lb. of poultry daily to satisfy the demands of the guests. Winter and summer the hotel ice plant turns out ten tons of ice daily. Even buying at the lowest wholesale prices, food alone costs the hotel, from \$1,500 to \$2,000 daily.

## UNAVOIDABLE LOSSES

### How Farm Land Deteriorates in Necessary Mineral Supplies.

**What One Steer Takes From the Land—Some Don't Like to Believe It—These Losses Must Be Replaced—Meat Trade Balks at Heavy Weights.**

(Contributed by Ontario Department of Agriculture, Toronto.)

With the exception of nitrogen our agricultural investigators have failed to find any means by which they could add to nature's supply of plant food in the soil except by transfer of minerals rich in fertilizing properties from rich deposits to the cultivated areas. Cultivated lands will gradually lose their mineral elements, particularly phosphorous and potash, through crop production. The return of all manure made from the crops produced delays the day of exhaustion, but exhaustion will eventually come more quickly by some practices than others it is true, and the man that follows live stock farming while not returning all to the soil can greatly delay the day of reduced fertility and short crops.

### What One Steer Takes From the Land.

Every time a 1,000-pound fat steer is sent to market 15.51 pounds of phosphorous pent oxide, 1.76 pounds of potash, and 17.92 pounds of calcium goes with him. A one hundred acre farm sending twenty 1,000-pound steers to market each year is sending incorporated in their bodies, principally in the bones, 35.20 pounds of potash, 358.40 pounds of lime, 310.20 pounds of phosphorous. If the farm did this continuously for one hundred years—some of our Ontario farm lands have been farmed that long—the amount of fertilizing elements subtracted from the original stock in the soil is such as to greatly limit crop production. If the crops from which the steers had been made had been sold off the land the fertilizing elements or stock of plant food in the soil would have given out many years sooner.

### Many Farmers Don't Like to Believe It.

Many of our farmers do not like to think that the fertility of their lands is running down, and will argue against their own conscience, and finally develop a state of mind which prevents them from returning to the soil sufficient mineral elements to maintain the necessary balance in soil fertility that insures crop yields equal to the yields characteristic to virgin soils. On certain good farms in southern Ontario with which I am familiar I estimate that the mineral fertility mined, during the past seventy-five years has, under the generally accepted good management, been approximately as follows per acre: Phosphorous removed, 489 pounds; potassium removed, 2,491 pounds; calcium removed, 1,059 pounds; of these quantities probably fifty per cent. was returned in the manures through periodical applications. The unreturned aggregate 244.5 pounds of phosphorous, 1,245.5 pounds of potassium and 529.5 pounds of calcium represents approximately what each acre of farm land has lost. Is it any wonder, then, that the crop yields have been greatly reduced in many of the older sections of the Province?

### These Losses Must Be Replaced.

To bring the old soils back to maximum production one of the things we must do is to replace in quantity to satisfy crop demands, the potash, phosphorous and lime. These elements are essential, and must be present in available condition and in quantity. The best farmed soils will gradually lose fertility if something is not done toward the replacing of the mineral elements removed in crops and sold off the farm either as grain, beef or milk.—L. Stevenson, Toronto.

### Old Dobbin Steals March on Tractor.

"Tractor manufacturers and horse breeders associations may urge the relative merits of tractors and horses as sources of farm power with all the eloquence of which they are capable," declares G. A. Pond, in charge of the cost accounting section at Minnesota University Farm, "but the farmer who has both available keeps his eye steadfastly on the relative prices of kerosene and oats and adjusts his power supply accordingly."

Recently summarized data collected showed but 298 hours of use per tractor in 1921 as compared with 415 hours the year previous, a decrease of 28 per cent. The use of horse labor, on the other hand, increased an average of 610 hours per farm during the same period.

The fact that tractor fuel declined only 29 per cent. in price while horse feed decreased 55 per cent. partly explains the change.

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