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men there are many sons of former workmen, and many whose whole working lives have been devoted to making the Plymouth products better. Fifty workmen have been in these mills over thirty years. Thirty superintendents and overseers have been employed in these mills over twenty-five years.

In addition to fine grades of rope, this plant makes the famous "Plymouth" Binder Twine. In all farming sections Plymouth Twine is known for its excellence.

GOSSIP

In the eighteenth century an ingenious jeweller named James Cox, of Shoe Lane, London, constructed a clock which was rendered perpetual by a cleverly contrived attachment which utilized the rise and fall of the barometer to supply the necessary energy. The movement of the mercury actuated a cog wheel in such a manner that whether the mercury rose or fell the wheel always revolved in the same direction and kept the weights that supplied the movement of the clock always wound up. The barometer bulb dipped into a mercury cistern. The cistern hung attached to the extremities of two rockers, to the left of one and the right end of the other. The bulb was similarly attached to the other extremities of the rockers, which are thus moved, every time there is a change in the amount of mercury in bulb and cistern respectively. The rockers actuated a vertical ratchet, and the teeth were so arranged that the wheel they controlled could only move in one direction, whether the ratchet ascended or descended. The clock itself was an ordinary one, but of very strong and superior workmanship, and was jewelled with diamonds at every bearing, the whole being enclosed in a glass case which, while it excluded dust, displayed the entire mechanism.

A certain prominent and excellent lawyer of Chicago, but one of the quietest and most unobtrusive of men, steals around noiselessly, with his hands meekly clasped on his breast and a seraphic and perpetual smile. A bon mot at his expense is told of the late Emory Storrs, a brilliant advocate and an exquisite wit. He went to the lawyer's office and inquired for him, but was informed that he was out. "Oh, no, he isn't," he replied; "I know that he is in." "But I assure you, Mr. Storrs, he is not in." "Now," responded Mr. Storrs, "I know better; he must be in, it is so still in there!"

The secretary of the Brandon Exhibition Board announces that the prize list is ready for distribution. Among the arrangements that have been completed are for 16 special excursion trains and greatly reduced rates on all other trains running into Brandon during fair week. The dates, July 19-23, set for the fair this year bring it the week following Winnipeg and preceding Regina, which should ensure large exhibits and a swarming attendance.

Mr. E. R. Marr, Dry Fork, Alta., writes: "I like your paper well. I think the numbers of the last month worth the year's subscription. It is always instructive and interesting. I cannot help smiling at the anxiety of the Clydesdale men, or boys rather, trying to justify themselves in producing the clean leg, supple fetlock, short ribs, lean shoulder, narrow chest and cow hocks in the great Scotch breed. It is a wonder they do not want calf knees on them as well. What a pity that the grand old Clydesdale, one of our best draft breeds, should be mutilated in this way. Breeders will have to come back and give the Clydesdale what belongs to him in the way of bone, hair and substance. Bone and hair go to-

gether. When we reduce one, we reduce the other."

The butchers and sausage-makers of Paris recently gave a banquet at which horse beef featured the menu. Old horsemen can recall that a score of years ago Dr. Huidekoper gave a similar banquet at Philadelphia in honor of a favorite mare that had met with an accident in following the hounds and had to be destroyed. The guests eulogized the horse, but did not know that they had feasted on horseflesh until Dr. Huidekoper proposed a toast to the memory of Pandora, the famous mare, whose flesh had furnished the banqueters with everything they had eaten at the feast. The dinner was known as the Pandora banquet.

The "Scottish Farmer" of May 8th reports shipment of the massive, handsome and highly-bred Clydesdale stallion, Wyomyo, to the order of Mr. George Gray, Crandall, Manitoba. Wyomyo (14427), Vol. XXX., will be three years old in June, stands 17 hands high, on short legs, girthed when shipped almost 7 ft. 8 in. and weighed close on 1,900 lbs. He was considered by competent judges one of the biggest and handsomest three-year-olds ever shipped at Glasgow.

WESTERN SHIPMENTS OF GRAIN
MEMORANDUM OF ARGUMENTS PRESENTED TO THE HON. SIR RICHARD CARTWRIGHT, MINISTER OF TRADE AND COMMERCE BY THE DELEGATION FROM THE PROVINCE OF ALBERTA REPRESENTING ALL THOSE INTERESTED IN THE GROWTH, SALE AND TRANSPORTATION OF GRAIN FROM THAT PROVINCE TO THE MARKETS OF THE WORLD BY THE PACIFIC COAST.

To those conversant with the shipment of grain it has been evident that sooner or later the grain grown in Alberta must seek the markets of the world by way of the Pacific Coast. Taking as an example for the purposes of comparison the point of Calgary, which is practically the center of the grain-growing portion of the province, it is found that it is only 642 miles from tide water on the Pacific coast by the C. P. R., 1,259 miles from Fort William, the nearest eastern water port, which is open only seven months in the year, and 2,737 miles from St. John, which is the nearest port open to the east the remaining five months of the year.

It so happened that when Alberta started to develop as a grain-growing district that Manitoba and Saskatchewan, lying many hundreds of miles east, had been growing grain for many years. The grain from these two provinces from the beginning, naturally sought the nearest water port, and, in consequence, at Fort William and Port Arthur terminal facilities have been gradually developed from the inception of grain raising in the West. When Alberta commenced raising grain in large quantities, these terminals were fully developed and markets were established. In fact, the only market available or known was that at Winnipeg, which led to the terminals at the lake ports.

During the early years of development it was necessary for Alberta farmers to make this long shipment east, and sell their grain in competition with that grown in Saskatchewan and Manitoba at points one-half, and less than one-half, the distance from terminal markets. The continuance of such conditions would only mean in time that Alberta would be out of business from the standpoint of grain raising. The larger yield of grain per acre obtained in Alberta over the other Provinces has in the past tended to equalize the higher freight rate because of the longer haul, but it is not a sound policy for Alberta farmers to depend upon the larger yields of grain which nature is giving them to relieve them from an adverse state of affairs which can be removed by opening up new markets to an available port located no farther from the Alberta grain fields

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More People Than are Aware of It Have Heart Disease.

"If examinations were made of everyone, people would be surprised at the number of persons walking about suffering from heart disease."

This startling statement was made by a doctor at a recent inquest. "I should not like to say that heart disease is as common as this would imply," said the expert, "but I am sure that the number of persons going about with weak hearts must be very large."

"Hundreds of people go about their daily work on the verge of death, and yet do not know it. It is only when the shock comes that kills them that the unsuspected weakness of the heart is made apparent."

"But undoubtedly heart weakness, not disease, is more prevalent nowadays. I should think that the stress of living, the wear and rush of modern business life, have a lot to do with heart trouble."

There is no doubt but that this is correct, and we would strongly advise any one suffering in any way from heart trouble to try a course of **MILBURN'S HEART AND NERVE PILLS**.

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than is Fort William fields of Saskatchewan.

Some four years ago shipment of grain in Vancouver for export taken it was found to rate on grain from the Pacific coast, 642 miles 100 lbs. more than Calgary to Fort William nearly twice the difference evident that the C railway then leading coast, had given very to western shipments pared all their grain view of moving grain grain growing in Alberta became a serious matter way company to move in one direction to one outcome of this difficulty now reduced their w 2½c. per 100 lbs. under Calgary to Fort William westward of 22½c. still too high and not with the eastern rate per 100 lbs. It is enough to change the Alberta grain from east to Liverpool six c cheaper than by the railway the winter season tion is closed on the G a little cheaper even is open. This had tendency to change th which Alberta grain s kets of the world, practically all Alberta marketed by the western.

When shipments in were first made to V culties were encountered time put a stop to the partially overcome, started the free movement westward. It was Manitoba Grain Act h at a time when there shipments of grain from therefore, contained no western movement.

The advantages of th and the difficulties shippers were brought tion of the Alberta G the Premier immediate ference of all parties i convention convened Calgary on the 3rd d 1909, and lasted for Premier Rutherford pr man, and there were sentatives of the r elevators, grain compa of trade of Alberta Columbia. The British Columbia sent show its interest movement of grain. Alberta were represent gates, embodying all the United Farmers' organization represent farmers. Besides t many individual farne took part in the pro gether there were at over 200 men, represe terest in the provin and their representati over one-half of the m

After two days of cation of the question shipments several passed and a commit pointed to carry out the convention as ou resolutions. With one resolution was carrious vote. The one opposed by two men c er who opposed this r was the one with re distribution, has sin secretary of the Unite sociation as follows:

"There may be s from large farmers to amendment to car dist hope you will see th the small farmer is when laying the ca Government, for, if p the amendment will especially to small f farmers' elevators."

The resolutions passi vention with explana