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Here and There

Gold production in Canada in 1922 passed the million ounce mark for the first time since 1902.

Public works to be undertaken in Vancouver this year will cost in the neighborhood of \$10,000,000, of which \$3,000,000 will be spent by the Canadian Pacific Railway on pier construction.

The Canadian Pacific steamship Montecalm carried 900 emigrants for Canada on her last voyage from Liverpool, the largest number of emigrants to leave that port this year.

Work was commenced last week on the new elevator at the Ballantyne pier, Vancouver, which will cost approximately \$2,000,000 to complete. The new elevator will have a storage capacity of 1,500,000 bushels.

Three thousand seven hundred licensed grain elevators in Manitoba, Saskatchewan, and Alberta have a total storage capacity of over 100,000,000 bushels. Ontario, Quebec and Maritime provinces have storage elevators with capacity up to 33,180,000 bushels.

The first lodge of Free and Accepted Masons in the history of the Merchant Marine World, was recently organized on the Canadian Pacific liner Empress of France, when, during the Mediterranean Sea with a party of 800 Canadian and United States tourists.

Four thousand seven hundred and eighty-four cars of last season's fruit crop have been shipped out of the Okanagan district of British Columbia up to February 14th, according to a statement made to the Vancouver Board of Trade recently by F. W. Peters, general superintendent of the Canadian Pacific Railway, B.C. division.

Sault Ste. Marie—The new downtown ticket and telegraph office of the Canadian Pacific Railway and the Dominion Express Company at the corner of Queen and McDougall streets, in the building formerly occupied by the Public Utilities Commission, is one of the finest in the province. There are some larger offices in the larger cities, but none that are better equipped.

Herald Hindal, divisional engineer for the Canadian Pacific Railway, who has been located at Vancouver for the past thirteen years, and F. W. Alexander, divisional engineer for Alberta at Calgary, have exchanged posts, it being the company's policy to develop its engineers by giving them experience with the varying conditions in different parts of the Dominion.

A number of western interests have combined and chartered the Canadian Pacific steamship Proteplan, and the vessel will sail from Montreal on August 1st for Fort Churchill, for the purpose of proving to the satisfaction of the interested parties whether or not conditions of navigation to and from Hudson's Bay can be made a commercial success. Between three and four hundred passengers from the west will make the trip.

J. S. Brown, president of the Brown Fruit Company of Edmonton, Alta., returned on the Metropoma last week from a three months' visit to Europe. He was present in Germany when the French invaded the Ruhr, and he said that the feeling was very bitter between the two races. On the other hand, a Canadian, American or Britisher was given a cordial welcome; this being largely due to a speech in which Lloyd George advocated a compromise. Travel in Germany, he said, was surprisingly cheap, he having made one trip of nearly 150 miles for the sum of fifty cents in Canadian currency.

When the Canadian Pacific steamship Metropoma, which left St. John's on March 1st for Glasgow, reaches her destination, Captain G. E. Evans, O.P.C., her commander, will have completed his last voyage in command of the vessel. Captain Evans, who is the oldest and one of the most highly esteemed commanders in the service of the Canadian Pacific Steamships, Limited, is retiring after a career at sea of 48 years, during which time he crossed the Atlantic in command 578 times, and conveyed 247,923 passengers, of whom 71,000 were Canadian and American troops. He was in command of the Missanabi when this ship was sunk by the Germans in 1918, and he will be remembered by many passengers as the captain of the Minnedosa, the Montecalm or the Empress of Scotland.

Save Shelling Peas.

Save shelling peas by using the following method: Wash, and put the unshelled peas in a steppan. Boil ten or fifteen minutes; stir thoroughly with a fork, then pour them into a colander, saving the water. Pick out the empty pods, put the peas in the strained water, and return all to the fire. Season as usual. You will have saved the sweetness from the pods and much valuable time.

THE SORE SHOULDER

Fitting Collars Cause Much Suffering to Horses.

Shoulder Galls Are Developed—Soaking the Collar in Water Helps to Reshape It—Bathe and Dust the Galls—Hessian Fly Control.

(Contributed by Ontario Department of Agriculture, Toronto.)

A collar that does not fit the horse's neck and shoulder perfectly may be the cause of considerable suffering to the animal through soreness, galling, and blistering. Hundreds of horses suffer each year more especially during the period of warm weather, when the work on the land is pressing.

Poor Collars Cause Shoulder Galls.

Shoulder galls develop largely through the use of collars that do not fit properly, through the draft being too high or too low, through neglect on the part of the driver to keep both collar and shoulder clean. When a teamster develops a blistered heel or a sore toe the necessity of adjustment is fully and painfully apparent to him, so he fusses around and adjusts the boot or his foot to get relief for himself. A humane and thoughtful driver will do the same for his horses; but unfortunately there are many drivers who neglect to give their horses all the attention that a working animal is entitled to. Collars may fit the horse's shoulders in the spring when the animal is in good condition, but the shrinkage of flesh due to the hard work of several months may leave the horse with a collar much too large. The collar that is too large or not of the correct shape is bound to cause trouble. Sore neck, sore shoulders or unnecessary pain that may develop viciousness or other bad habits or reduce the efficiency of the horse, should be avoided.

A Horse's Haul Is Done From the Shoulder.

The work that the horse has to perform is done from the shoulder, so it is very important that extreme care be given to the fitting and adjustment of the collar. The new collar is generally so firm and stiff that it is difficult to mould it to the shape of the horse's neck and shoulder without soaking it in water over night. After soaking a collar of the proper size in three inches of water, face down until well wet, it may be placed on the horse. The hame straps should be adjusted to draw the collar snugly to the neck. The collar in its softened condition will press into shape to suit the horse's shoulder. Be sure of the adjustment of the hames and draft. Work the horse only moderately the first few days while the shoulders are hardening and becoming used to the collar. Frequent airing and bathing to cool the shoulder and remove sweat and dust are very essential in preventing shoulder soreness.

Dealing With Misshapen Shoulders.

Horses that have misshapen shoulders can only be given relief by being fitted with a collar or collar pad made to suit the requirement of a special case. An hour's work on a collar pad with thread and needle in the hands of a humane teamster will save a faithful horse much pain. If your horse is suffering from shoulder galls, adjust the draft or shape the collar or collar pad so as to remove the pressure of draft from the sore point. The horse's shoulder should be watched during the day when at heavy work, especially during hot weather. Bath with salt water each evening, and treat the galls with a dusting of zinc oxide. If the horse is so fortunate as to be in the hands of a good driver or teamster it is not likely to suffer from shoulder trouble very long. Remember, the horse cannot speak and make complaint; it is up to you who are responsible for the horse's welfare to give the working comfort that a faithful slave is entitled to every day in the week.—L. Stevenson, Sec., Dept. of Agriculture, Toronto.

HESSIAN FLY CONTROL.

Is Found Best Effectively by the Late Planting of Fall Wheat.

The late planting of wheat is generally recognized as being the most effective practice in Hessian fly control. Land for wheat should be prepared early, at least six weeks before seeding, in order that a firm seed bed with two inches of loose soil to provide ample covering when the seeding is done. Late in August or early in September narrow strips should be seeded across the field at intervals, these are for the purpose of attracting any Hessian flies that may be present and offering an inducement for egg laying. Between the fifth and tenth of October these egg-catching strips should be ploughed in and the entire field re-worked and seeded. Lands that are in good condition will withstand Hessian fly attacks much better than poor fly-prepared soils, due to the fact that a weakened plant can make good recovery if well nourished. Prepare the land early, fertilize if possible, and seed as late as you can expect the wheat to make sufficient growth for wintering.—L. Stevenson, Sec., Dept. of Agriculture, Toronto.