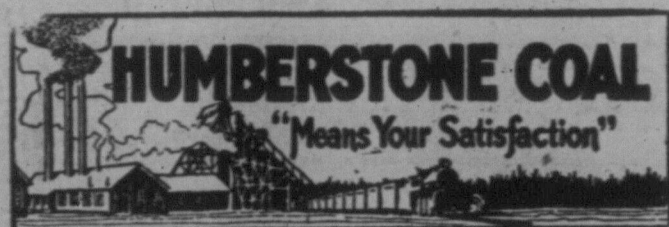


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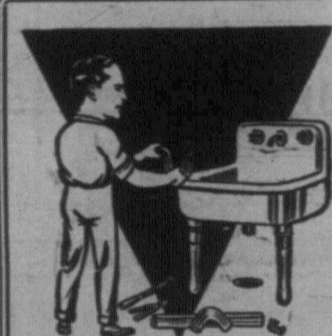
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CATTLE INDUSTRY SHOULD RECEIVE MORE ATTENTION

New Minister of Agriculture Talks
To Calgary Board of Trade
On Markets.

At a noonday luncheon of the Calgary board of trade, Monday, at which Hon. Arthur Meighen, minister of the interior; Hon. J. A. Calder, minister of immigration and colonization and Hon. Charles Stewart, premier of Alberta, were present, Dr. F. S. Tolmie, new dominion minister of agriculture pointed out that more attention should be given to mixed farming and the cattle industry.

He emphasized the necessity of paying more attention to the British market and also that across the Pacific. He went into some length on the subject of improving breeds of cattle, and announced that the federal department of agriculture was preparing to give prizes for steers at fat stock shows.

Dr. Tolmie also related how the market for high bred dairy cattle, especially Holsteins from Canada, was becoming constantly wider across the line. The speaker referred to the importance of finding a market for light horses in Alberta. There was a market in Poland, where the horses and cattle had been stolen by the Germans, but the instability of the government there made it impossible to extend credit. The Americans had shipped in some 200,000 head, and there was need of another 100,000. There also was a need of such horses in Serbia.

He extended his sympathy and promised all the assistance in his power to the farmers in the drought-stricken area of the west.

Premier Stewart spoke briefly, saying that the situation was not so serious as at first anticipated. He could see that the new minister of agriculture for the dominion would be very popular with the provincial minister of agriculture, because of his views about improving the live stock of the country. He closed with the wish that the stampede would be a great success.

Hon. J. A. Calder recalled that he had been a resident of Alberta in 1894, 1895 and 1896, and prophesied a great future for this section, in spite of the drought.

On Investigation Trip.

He said the ministers had come out to personally investigate the alarming reports of the drought. He had been traveling in the Saskatchewan drought area and found the situation not so bad as reported; nevertheless, it must be met. Difficulties in the past had been overcome through the western spirit. We must endeavor, he said, to avoid a repetition of the situation. He thought something could be done. There were extensive areas in southern Alberta and Saskatchewan that could be irrigated. Wherever that was feasible, it must be done.

Referring to the big war debt of \$1,950,000,000, he said that governments had got into the habit of spending during the war regardless of cost. This had got down to the individual citizen, but if we were to get over this hill we must get these extravagant ideas out of our heads. It was only by work and saving that we could win out. In his visit west if there was one thing that had struck him it was the extravagant expenditure on every hand in the cities. A knife must be put into the hilt into all unnecessary expenditures by the government and by individuals.

Good Settlers Needed.

The railway policy of the country for the last ten years had also loaded the country staggeringly. There was only one way to solve these questions and that was to bring in as many people of the right class as it was possible to bring in.

Hon. Arthur Meighen, minister of the interior, said that Canada after the war faces a load of obligations that would have staggered us before the war. We would face a net debt of two billion dollars at the end of the year, aside from provincial, municipal and corporation debts, and this did not include the enormous pension obligations. Our trade was good and if we are able to sink geographical and sectional notions, we would be able to continue to make our exports pay off our debts. Our exports are greater than our imports, but we lie alongside a neighbor who has become a financial and commercial giant during the war, who buys so little from us in relation to what it sells, that our money is at a discount of eight per cent.

Canada's war obligation to the soldiers through war gratuities now totalled \$130,000,000, more than any country in the world. The government's commitments through the soldiers' land settlement now amounted to \$35,000,000 and was still growing. Applicants to come in under the scheme now totalled of which some 9,000 had been examined, and of these 6,000 passed and are on the land. So from these figures, when the remainder had been passed on, it could well be foretold that the government's commitments through the land settlement scheme would equal the obligations incurred by the war gratuities, namely, \$130,000,000.

CO-OP. STRIKE IN ENGLAND IS DECLARED OFF

The strike of 6,000 employees of co-operative societies in northern England has been called off, an agreement having been reached by the men and their employers. The strike was called Friday, the workers demanding a 44-hour week and an increase in wages. The directors of the societies, who themselves are mostly trade unionists, retaliated by ordering a lock-out of the 30,000 employees, beginning last Wednesday.

REDUCTION ON FREIGHT RATES ON SEPTEMBER 1

Railways Will Receive \$300,000
Less In Freight But Will Save
On Coal \$1,260,000.

On September 1, there will come into operation, as announced by the minister of finance, who recently retired from the union government, certain reductions in the freight rates on agricultural implements between shipping points in the East and points in western Canada—reductions which he announced he had "secured" from the railway companies by offering to abolish the seven-and-a-half per cent. war tax on bituminous coal used by their locomotives.

Sir Thomas, in his budget speech, said that the railway companies were reluctant to make any reduction in their freight rates, but that they finally yielded to representations "such as the national necessity of making farming operations in the West more profitable, of increasing the population of the West, and the resultant interest that the companies themselves would have from the traffic," etc.

Railways Will Gain \$1,260,000
According to the railway statistics of the Dominion of Canada the locomotive consumption of bituminous coal on all lines in Canada for the year ending June 30, 1918, was 9,836,623 tons.

There is no record of the division as between United States and Canadian coal, but it is safe to say that two-thirds or more came from the United States.

The average import value was \$2.80 per ton, and the removal of the war tax of seven-and-a-half per cent. in value, or 21 cents per ton, on 6,000,000 tons will mean a clear saving of \$1,260,000 for the railways.

Benefit to Farmers Greatly Less
The rates on agricultural implements, in car loads, from Toronto are as follows:

To Winnipeg, present, 82½ cents; new, 67½ cents. To Regina, present, 112½ cents; new, 102½ cents. To Moose Jaw, present, 117½ cents; new, 107½ cents. To Swift Current, present, 124 cents; new, 114 cents. To Medicine Hat, present, 135 cents; new, 125 cents. To Calgary, present, 149 cents; new, 137½ cents.

These reductions to Saskatchewan and Alberta will average about ten cents per 100 pounds.

This will amount to a reduction \$1.86 on a Massey-Harris seven-foot harvester, or, taking the selling price, \$259, for Saskatchewan, as advertised by the Canadian Reconstruction Association, the purchaser might receive a reduction of three-fourths of one per cent.

The summaries of freight traffic movements for 1917-18 are not available, but for the year ending June 30, 1916, the total tonnage of agricultural implements originating on all lines in Canada was 212,557 tons.

Some \$900,000 Profit to Railways.
Of this amount not more than 150,000 tons went to the prairie provinces, and assuming that amount for the coming year, the railways, by the reduction of ten cents per 100 pounds, or \$2.00 per ton in freight rates, will receive \$300,000 less than formerly.

The railways will receive \$300,000 less in freight rates, but they will effect a saving of \$1,260,000 on their coal bill.

They will therefore be handed a present of nearly one million dollars a year for consenting to what the Toronto Globe considers it just to characterize as "a change in freight rates which will be of little practical value to the farmers of western Canada."

A New Chapter In An Old Story.
In turning back to ponder once again over that crowning masterpiece of Sir Thomas White's record, as minister of finance in the union government, the budget speech he delivered in the house at Ottawa, on June 6 last, these sentences strike the eye:

"The companies made these concessions not on any rate basis nor for any railway advantage, and without regard to rates on other articles or railway returns or necessities, but simply to meet a situation of national importance."

Thus was one more addition made to the already long and stupendously costly list of illusive utterances made with solemn impressiveness in parliament by ministers in announcing deals with railway corporations as being to the public advantage, which have turned out to be to the railway corporations' advantage.—Grain Growers' Guide.

FIGHT AGAINST GRASSHOPPERS IS AIDED BY PLOWING

Eggs Deposited In Soil Can Be
Destroyed By Deep Fall
Plowing

While the fight against grasshoppers in portions of Manitoba, Saskatchewan and Alberta is now drawing to a close for this season, we have reason to know that large numbers of eggs are being deposited. In other words, the hoppers are preparing for next year. It is necessary, therefore, for every farmer in affected areas to do likewise.

The female grasshopper deposits eggs in the soil, not on the soil. It drills a hole with the end of its body which latter is finally thrust into the ground almost up to the hind pair of legs. In this hole it lays about 20 eggs, lining the outer edges of the hole with a watertight material which forms, as it were, a kind of sack with a neck reaching almost to the surface of the ground. Two or more of these sacks of eggs may be deposited by the same female in a season. Such clusters of eggs are most frequently met with in roadways, pasture fields and stubble lands. Pastures and road allowances are the favorite breeding places in Saskatchewan and Manitoba, but the insects will lay eggs in any soil that has not been ploughed since the Spring, though not to any extent in land cultivated since that time.

Experiments have shown that the young hoppers are unable to force their way through the soil where deep plowing has been practised. Therefore, all plowing done after harvest this year should be not less than six inches deep, the furrows to be well turned, so that the eggs will be covered deeply. Shallow plowing or cultivating is not recommended when the land can be plowed, though both these methods are better than nothing. Do not burn roadways in Autumn, rather allow the grass to remain until the young hoppers hatch next Spring, when burning will kill many of them.

HEALTH INSURANCE NEXT REMEDIAL LEGISLATION IN MISS.

"The next remedial legislation to come in this country will be health insurance for workmen while unable to work because of illness," says an editorial in the New Orleans Times-Picayune. All the messages and speeches present strong arguments in favor of the protection of the working men against sickness. The drift throughout the world has been in that direction. Nearly all the states have accepted workmen's compensation laws, although there was considerable opposition to them at first, and these statutes have brought about some improvement. There should be some extension of the idea to meet the heavy losses the working men sometimes suffer from sickness. The protection of a health insurance law will be equally beneficial to employer and employee.

SCIENTIFIC MANAGEMENT PROVES A FAILURE

The attempt to establish "scientific management" in this country is recalled by John P. Frey, editor of the International Molders' Journal, who was a member of one of the A.F. of L. commissions to Europe.

"Prominent officials in Europe," he writes, "were advocating the introduction of 'scientific management' to speed up war production, and several governments sent commissions to the United States specially instructed to investigate the actual conditions which were developing under 'scientific management.'"

"To such an extent had the theory taken ground that some military leaders were endeavoring to apply the methods of 'scientific management' to the handling of armies. While at the Belgian general headquarters the editor had a lengthy conversation with one of the generals connected with the staff, who explained how he had endeavored to apply the principles of 'scientific management' to the army."

"The efforts had met with complete failure owing to the fact that the system does not take the human element into consideration. We found him as much opposed to the principles and methods of 'scientific management' as are American trade unionists."

MACHINISTS GET WAGE INCREASE

The Pan Motor Company, at St. Cloud, Minn., has raised wages of machinists to an 87½ cent minimum and \$1.10 maximum.

LABOR LEADERS ARE APPOINTED TO STATE BOARD

Union men generally and the people at large were very much gratified by the announcement that Governor Goodrich had appointed Theodore Perry and Joel Messick as the labor representatives on the Indiana Employment Commission.

The commission is composed of nine members and of these, labor is entitled to two, the other members representing different divisions of the business and industrial world. The function of the body will be to regulate the labor supply, to secure employment for those who need it—with especial regard to the requirements of discharged soldiers—and to prevent congestion of the unemployed.

Both of the labor representatives are well and favorably known for their activities in union circles and in business and professional circles; both have frequently been honored with places of trust in their organizations.

"WHITE ANTS" IS TERM APPLIED TO ONE BIG UNION

"White Ants" is the term applied to One Big Union, advocates by the New South Wales central executive of the Australian Labor Party. It is declared that the O.B.U.'s "have no rational aim." In a manifesto the illusionists are treated as follows:

"Few in numbers, loud of voice, violently aggressive, maintaining their cohesiveness through organized factions and under several aliases the I.W.W.ites set about 'white anting' the labor movement."

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