



W.G. & R.

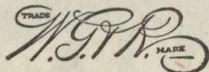
The mark of quality
in Shirts and Collars

AN indefinable air of style and gentlemanly comfort is the perquisite of the wearer of distinctive linen. Shirts and Collars marked W. G. & R. are cut and tailored in line with fashion's newest hints — but are never freakish — never commonplace.

Shirts in wide stripes, with or without figures, are prominent this year. W. G. & R. Shirts show them best

That close-front collar above, the "Savoy," combines ease, style, wear, as few collars do. A worthy fellow to the W. G. & R. Shirt — 50c. for 3

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is the honoured leader, millions of acres of the lands of this province have been given high value as wheat-producing areas, which, but for the secrets governing success in grain growing under our conditions of soil and climate, gradually wrested from Nature by them, would still have been classified as ranching lands. As such their average producing power was a steer worth, say, \$75.00, for each twenty acres every fourth year; as arable land their producing power is two crops of wheat, each worth on an average \$15.00 per acre every three years. Thus, by scientific principles of soil cultivation applied to practical farming by intelligent and persevering men, has the potential value of millions of acres of its kindest and most easily worked soil been increased ten-fold to this province, and, consequently, to the bread-eating world—for this is of imperial significance. At the same time all of this land that has not already been entered for or is not reserved from entry is still available to whosoever will at the old familiar price of \$10 for one hundred and sixty acres.

A Daring British Aviator

IT is satisfactory to hear that Mr. Henry Farman, "the man bird," has broken another record on his flying machine, for, although he spends so much of his time in France, Mr. Farman is an Englishman, and British aviators are sadly few in number.

Mr. Farman is still quite a young man—only thirty-five, in fact—and so he has plenty of time to perfect his schemes and to break more records.

Up to the present he has been one of the most daring of flying men, and one of his greatest feats was winning the Deutsch-Archdeacon prize of £2,000 for covering a circular course of a kilometre in a machine heavier than air.

Mr. Farman makes light of the dangers attaching to aviation. He is much more shy of the dangers of motoring, for some time ago he nearly lost his life in a motor accident during a race.

Taking a corner too quickly, Mr. Farman suddenly found the car going headlong down a precipice. It was only by a miracle that he managed to save his life by clutching the branches of a tree, and holding on until help arrived.

Mr. Farman is something of a humourist, and he is fond of telling the following story:

He visited an American aeronaut on one occasion, and was struck by the smallness of his flat. "It showed me the point of a joke I once heard an American make," says Mr. Farman. "I laughed then at this joke, which I had heard two years before.

"Smith, of Brooklyn," I said to my American friend, 'doesn't strike me as at all literary, yet he declares that he only feels really comfortable when snugly ensconced in his library.'

"Oh, that's easily explained," said my companion, with a smile; 'you see, Smith's bookcase is a folding bed.'

A HIGHLANDER fell into a river and after desperate efforts managed to reach the bank in safety. His wife, who had been a distressed onlooker, exclaimed, as soon as her anxiety was relieved, "Ah, Donald, ye should be verra thankful tae Providence for saving your life." Donald was somewhat aggrieved at what he deemed an unequal apportionment of the credit. "Yess, yess," he replied; "Providence wass very good, but I wass ferry clever, too, whatefer."

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