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THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, MAY 15, 1922

COLLEGE ON WHEELS TO TOUR QUEBEC

C. P. R., Government and the Agricultural Schools Co-operating in Sending Out Train—Visit Farming Centres.

(Montreal Gazette.)
A Canadian Agricultural College on wheels is being organized for the province of Quebec, and it will be available for the people in nearly all the farming centres of the province where rail accommodation is available. The college will be in the form of a train equipped and operated by the Canadian Pacific Railway at the expense of the company. The train will be the most up-to-date possible. The agricultural equipment of the cars and the live stock are to be furnished by the Quebec provincial government. Macdonald College, Oka Agricultural College, St. Anne de la Pocatiere Agricultural College, and packing industries in Quebec Province will also furnish exhibits.

In the organization of this live stock and farm improvement train the Canadian Pacific Railway is acting in co-operation with Hon. Mr. Caron, Quebec minister of agriculture. It is felt that such a demonstration train is needed, so that farmers may be taught to keep pace with the forward agricultural movement, and the demand for improved conditions in marketing.

There is keen competition now in the European market, and it is necessary that the produce of Quebec should be sent to the market in such a way that it can hold its own. If not defeat other competing countries. Special emphasis will be laid on the necessity for good dairy stock. The lectures will also deal with all subjects of interest to farmers. The Quebec Department of Agriculture, Federal Department of Agriculture (live stock branch), Quebec packers, Quebec colleges of agriculture, and the Canadian Pacific Railway will all be represented on the train.

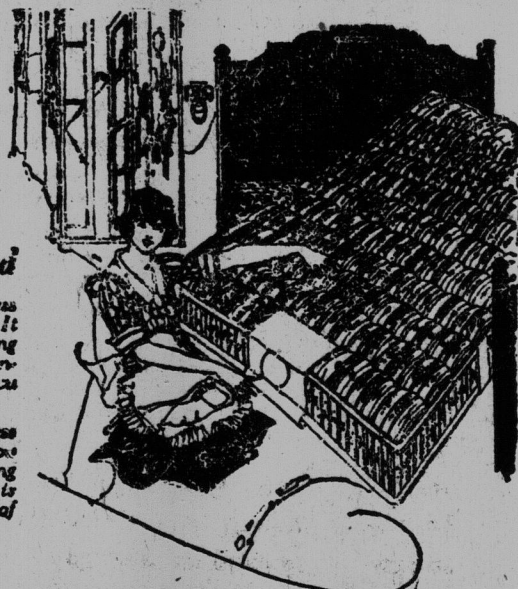
Will Have Twelve Cars.

The train will consist of twelve cars. There will be two cars for cattle, featuring the different breeds of dairy stock and better bulls, and one car with sheep and swine. The swine exhibit will show the various types of hogs, and especially dwell on the breeds desirable for the production of export bacon. One car will be devoted to poultry production, and instruction on egg grading. Bees, honey and syrup will also have their place on this train. Honey and syrup are quite important, as the province is a leader with this product. Dairy produce will be shown in another car, and the very necessary information regarding

Another Mystery Dispelled

The ordinary mattress you buy "on faith" may have a cotton filling—or be filled with unsanitary stuffing—you cannot tell.

But here is a mattress that has no secrets. You may examine the filling before you buy. This is an exclusive feature of the



GOLD MEDAL MATTRESS

THIS Mattress has a Patent Inspection Pocket. By lifting the flap you actually see the pure, new cotton filling. You also see that it is exceptionally well-made. Such a Mattress, on top of a Hercules Bed Spring, makes the ideal combination for sleep-comfort.

A spring, sturdy, and resilient—ensuring the requisite "give" without sagging.

A Mattress soft, yet compact—which comes to you in a dust-proof carton.

It will pay you to insist on the Gold Medal Trade Mark when buying bedding.

Gold Medal Mattress, \$22.50

For Sale by
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butcher fat content and all other branches of agriculture will be dealt on. Horticulture will have a car which will deal with all fruit and vegetable culture. There will be one car for domestic science and household economy which will be, as usual, very acceptable to the women folk of the rural districts. The train will be filled out with two cars devoted to crops, weeds, seeds, drainage, farm management and farm engineering. This will round out the train, and will cover the whole question of production and distribution of farm products. The packers are putting out with this

train a demonstration on bacon hogs showing all phases of the industry.

CONVICT HAS OIL FORTUNE

Jefferson City, Mo., May 15.—D. P. Hayes, a convict of negro and Indian blood, has received two offers, one of \$2,000,000 and the other of \$1,800,000, for his oil interests, prison officials said. He is serving three years for forgery. Hayes is said to own 100 acres of Mexican land classified as oil land. He is reported to have been advised not to sell for less than \$4,000,000.

HISTORY OF BEEF CATTLE IN AMERICA

Shorthorns Were First Imported in 1783—Breed Characteristics.

A question often asked by persons interested in cattle is: What is the best breed of beef cattle?—In most instances the reply to this frequent question properly could be, "There is no best breed," or, "They are all good." No one breed has any great advantage over others for the production of desirable beef. The chief differences usually observed are those of breed characteristics, although where all the breeds are kept under the same conditions and for the same specific purposes certain peculiarities or advantages of one breed over another are noted.

"From earliest times," says E. W. Sheets, the animal husbandman in charge of the U. S. Department of Agriculture, "cattle have contributed meat to the food supply of man. It was not until the latter part of the eighteenth century, however, that systematic efforts were made to select and maintain breeds of cattle especially suited for the production of beef of a better quality. Careful selection and breeding began in England and Scotland by Robert Bakewell, Colling Brothers, Amos Cruickshank, Richard Tappin and Hugh Watson, and carried on later by breeders in this country, resulted in establishing breeds now kept primarily for the production of beef."

"Cattle formerly used for beef were deficient in flesh on parts of the carcass where meat of the highest quality is found. Skillful breeding, combined with careful selection and feeding, have brought about changes and development in the form of some breeds so that greater quantities of meat are found in the portions of the body (the loin, ribs, hindquarters) from which the highest priced cuts are obtained. These cattle belong to what are now known as beef breeds to distinguish them from breeds which have been developed mainly for milk and butterfat."

"In the process of developing strictly beef breeds on the one hand and dairy breeds on the other, there have been evolved families and in some cases 'breeds' of cattle which would be classed as neither strictly beef nor dairy breeds. The cows produce moderate quantities of milk and their calves develop into fairly good beef animals. These are known as dual-purpose breeds."

"The breeds of beef cattle in the United States are the Shorthorn, Hereford, Aberdeen Angus and Galloway. Each of these breeds has been carefully selected and bred for a long period of years, with the result that individuals transmit their breed characteristics very readily; hence their value and importance for use in improving grading up native or scrub cattle. With frequent exceptions, especially the Shorthorn, the cows of the beef breeds are no heavy milkers, and in this point less their success as desirable and economical producers of beef."

"The heavy milking tendency, as with the dairy breeds, is associated with a conformation of body which prevents the animal from yielding the greatest quantity and the best quality of beef. The beef breeds have been bred for the maximum production of beef, and in most instances only enough milk is desired to nourish and produce a good thrifty calf. They are most popular with farmers or ranchers who raise a considerable number of cattle. Beef cattle of the beef-breeding families are also popular for farmers who desire to raise beef calves at the same time have enough milk in addition to supply the family needs for milk and butter, or have a surplus to market."

"Of the breeds of beef cattle in the United States, the Shorthorn is the most extensively grown. The first importations were made in 1783 by Miller and Gough of Virginia and Maryland, respectively. These cattle were brought from the Tees River Valley in North-eastern England, where they were sometimes spoken of as Teeswater, or Durham cattle. These names are practically obsolete, and now only the name Shorthorn is used. Such men as George Lewis Sanders of Kentucky, who imported Shorthorns in 1817; Samuel Thorne of New York, who in 1835 imported the Dutchess, the famous Bull Airdrie, and R. A. Alexander of Kentucky, may be considered the founders of the Shorthorn breed in America. Later, the Ohio Importing Company was organized by some of these men and others to promote the industry."

"Previous to 1883 there were three separate herd books for Shorthorn cattle, the first having been published in 1846. At the first national convention of Shorthorn breeders, in 1872, it was decided to publish a consolidated herd book, the first volume of which appeared in 1883 as Volume 24.

"The Shorthorn is the largest of the half breeds. As a rule when raised under favorable conditions the mature bulls weigh between 1,800 and 2,400 pounds, and the cows usually weigh between 1,200 and 1,600 pounds. These cattle have great adaptability and do well almost everywhere. They may vary in color from all red or all white to any combination of red and white, and a blending of the red and white hairs (roan) is a popular color. The Shorthorn crosses well with scrub and grade cows, the calves of such matings developing into desirable beef cattle."

"The Polled-Shorthorn breed was formerly known as Polled Durham. The name was changed in 1919 because not more than five per cent. of the animals now being recorded in the Polled-Shorthorn Record are other than 'double standards.' The breed is similar to the Shorthorn in every way except that it is hornless."

"The Hereford ranks next to the Shorthorn in numbers in the United States. The first known importations were made in 1817 by Henry Clay and Lewis Sanders. The early development of the Herefords in America was brought about largely by the efforts of William L. Sothman and T. L. Miller. In 1881 the American Hereford Cattle Breeders' Association was formed by Hereford breeders. From the first Hereford cattle, because of their rustling ability, found favor with the Western range men. On scrub pastures and on the range where water holes are far apart, the Hereford has shown its merit."

PULP MILL IDLE

Edmundston Observer.—The closing down of the pulp mill here accentuates that depression in Edmundston which is characteristic of the whole civilized world today. We have been particularly fortunate here during the past winter in regard to unemployment, for very few have been out of work.

You will always enjoy the rare flavor of

—and for food value their only rival is bread.

McCormick's

JERSEY CREAM SODAS

JERSEY CREAM BISCUITS

SMALLER DEALERS ARE STORING EGGS

No Export Business With Britain Has Developed So Far.

(Mail and Empire)
One reason given for the firmer tone in the egg market at the moment, is that a number of smaller dealers and shippers throughout the country are

doing some storing on their own account, and this further limits the shipment of eggs to the larger centres. One shipper figures that the eggs he is storing will cost him 34 cents by Mail, after adding all charges and he hopes to get out a profit on that basis. A report from the United States is to the effect that British importers have bought some stored eggs, presumably to hold as a speculation.

There is very little change in price to be noted throughout the Prairie Provinces. Receipts during the past week have been very heavy and the greater part of the available surplus has gone into the coolers, though there has been quite a lively inter-provincial movement subject to Government inspection, there being 26 inspections of car-lot shipments during the past week.

Some enquiries have been received from Great Britain as to eggs for Fall

delivery, but so far no business has resulted. Latest British cables report no improvement in their market, if anything they are slightly lower.

The poultry situation remains unchanged. Receipts of live and fresh dressed poultry are very light, but there are a few more fowls arriving. The bulk of the trading is in storage stock, which is moving moderately at unchanged prices. Dealers are now looking for gradually increasing receipts of fowls and broilers.

United States fresh killed poultry is in moderate supply and the market is slightly firmer. Preen poultry has had more attention and with active demand the market has ruled a little firmer. Stocks have been considerably reduced and the outlook is much brighter for those carrying stocks. The live poultry markets are firmer and have been well cleared at full market quotations.



Home for a Hot Dinner

TOM JACKSON used to complain about losing his "pep" about the middle of the afternoon. The cold noon-lunch in his tin can didn't stand by him through the long afternoon. And he certainly got good and sick of carrying his cold lunch with him every day. His wife also got tired of putting up lunches.

Tom Feels Fine Now

He bought a C. C. M. bicycle and goes home for a hot dinner.

He says there's nothing like a noon spin to freshen one up, and nothing like a good hot dinner to stand by you through the afternoon's work.

Tom says if he were an Efficiency Expert he'd order bicycles and hot dinners at home for all the "lunch-pail sufferers" in the place.

He would go even further than that. He would have them get bikes with the

C.C.M. Triplex Hanger

Tom is a "Triplex" booster.

He says, "It's the hanger that gives the most speed—and pep—and power." Every bite of weight you put on the pedals counts for speed. And there are none of those mean "tight and loose" spots often developed by other crank hangers.

Tom also admires the accuracy of the C. C. M. workmanship. Being a master mechanic himself, he can appreciate the value of a bicycle many of the parts of which are made to even closer limits

than were the time fuses on shells.

He also knows that the sparkling C. C. M. nickelling will keep bright and not rust, because it is done over copper. And he says he never saw smoother, niftier, or tougher enamelling than that on his new C. C. M. bicycle.

Hercules Coasts Farther

The other day when he was riding with a friend, Tom found he could coast farther with his Hercules Brake — "the Little Fellow with the Giant Grip" — than his friend could with another make. That tickled Tom, but didn't please the other fellow, who now wishes he'd chosen a C. C. M.

Fewer Repairs

Lasts Years Longer

C. C. M. Bicycles have many features that make them worth more than ordinary bicycles. The extra satisfaction you get more than pays the difference in price between a cheap bike and a C. C. M. And there are always fewer repairs required on a good bicycle, not to mention the extra years of service it gives. Many C. C. M. Bicycles are giving good service after ten to fifteen years' riding over all kinds of roads.

A C. C. M. may be had to-day for fewer days' wages than before the war.

Tom says his C. C. M. isn't costing him a cent. He will soon have it paid for with the money he's saved on car fare and shoe leather.

And he never felt so well in years.



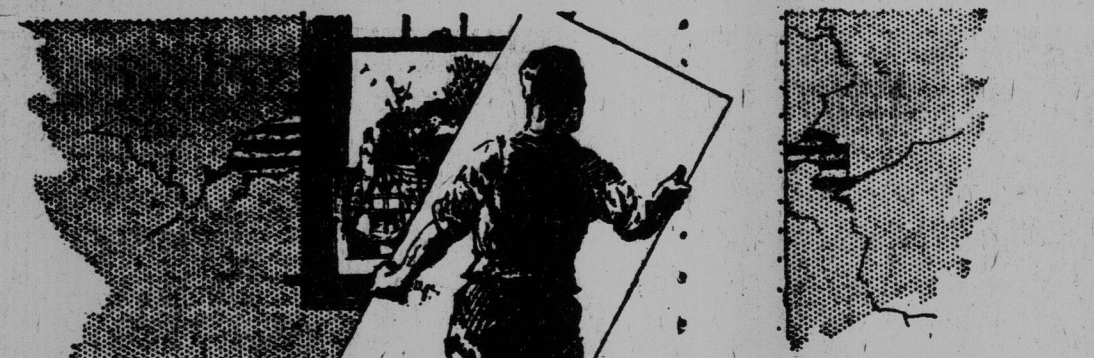
C.C.M. Bicycles

RED BIRD — MASSEY — PERFECT
CLEVELAND — COLUMBIA

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