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J.C. FOLKINS ENTERS GOVERNMENT WORK

**WOODSTOCK AVIATOR WILL
BE EMPLOYED IN
FOREST PATROL**

Saint John, Oct. 9—A move toward further modernization of the New Brunswick forest service was observed here yesterday, when Joseph C. Folkins, Woodstock, veteran airplane pilot, entered the employ of the provincial government; and that he had arrived in the province yesterday, piloting a new Waco biplane of which he had accepted delivery at Fort Erie, Ont.

Resigning unexpectedly as pilot for the recently incorporated Eastern Canada Air Lines, Limited, Moncton, Mr. Folkins took over the Waco five-place cabin job at Fort Erie on Sunday morning and cleared for New York. There he picked up Premier Dymally and Hon. F. W. Pirie, minister of lands and mines, whom he flew to Montreal on Tuesday.

Later, the province's first official airplane pilot flew Mr. Pirie through to Ottawa, bringing him back to the province yesterday. They landed at Grand Falls, where Mr. Pirie remained at his home, while Mr. Folkins took off again for Woodstock where he hanged the plane at his home airport.

Questioned regarding the province's interest in the modern high-powered plane, Mr. Pirie stated from Grand Falls last night that "in all probability the airplane will be used in forestry work." Should this move be executed, New Brunswick will be moving into line with a policy adopted elsewhere in the Dominion, where the airplane has been recognized as a most effective means of forest patrol, being used also to combat insect pests.

The plane under consideration is recognized as a utility craft and machines of its type have been used extensively for commercial flying. It is equipped at present as a land plane but can be converted for use with

pontoons. Usually, in this country, the forest patrol aircraft are equipped for landing and take-off on water, as this permits conveyance of light fire-fighting equipment and men into heavily wooded areas where lakes and rivers are plentiful but landing fields scarce.

The Waco is powered by a seven-cylinder Jacobs radial engine, it is understood, which develops 225 horse power. Its fuselage resembles that of the Stinson "job" in service between Saint John and Halifax, but it is of biplane design, whereas the local ship is a monoplane. Mr. Pirie said that the flight to Grand Falls occupied only two and one-half hours.

Mr. Dymally remained in Montreal, upon arrival by plane from New York last Tuesday, but proceeded to Toronto yesterday. He described his visit as being "purely routine" and held an informal meeting with members of Premier Hepburn's cabinet. According to a Canadian Press despatch from the Queen City last night, he said that only matters of a departmental nature were discussed at the meeting.

In selecting Mr. Folkins as pilot—should the present plane remain in the service of the government—the province has acquired one who is recognized throughout Eastern Canada for his flying ability and experience. Fellow fliers in this vicinity describe him as one of the pioneers in the development of Maritime flying.

For the last 14 years or more, Mr. Folkins has been flying his own ships about the Maritimes and to Upper Canada. Many will recall him as the barnstorming pilot who first brought the reality of flying into their sphere of knowledge. He was setting his ship down in pastures here and there about the Maritimes, giving exhibitions and taking up passengers, years before the location of an official airport in any of the three provinces. He provided his own landing facilities at Woodstock and serviced his plane himself.

The Woodstock flier became acquainted with airplane engines and

airframes while a mechanic with the Royal Flying Corps, during the latter years of the Great War. When the Armistice was signed, he was undergoing training as a student pilot with the newly formed Royal Air Force, the British Imperial air service. In 1923, he was barnstorming down in Kansas.

Since that time, Mr. Folkins has owned two or three planes of his own. Flying was in his blood and he pursued it more as a hobby than anything else, although he had a firm belief in its future. He still possesses a plane of his own.

THE CULTIVATION OF PEAT AND MUCK SOILS

Frequent requests are received by the Division of Chemistry, Experimental Farms, Dominion Department of Agriculture, with respect to the cropping and fertilization of organic soils such as peats or mucks. There would appear to be a growing interest in the utilization of these types of soil for the production of farm and garden crops.

In the cultivation of peat or muck soils a number of factors are of prime importance as for example—drainage with provision for control of the water table; fertilization with special attention to the application of the mineral constituents of plant food and the selection of suitable crops. Adequate drainage is necessary for the satisfactory cultivation of peat and muck soils and this may be obtained by the digging of open ditches at frequent intervals in the bog. Where over drainage is apt to occur resulting in too low a water table and drying out of the soil in arid seasons, provision should be made to block the drainage when required and thus raise the water table.

Peat and muck soils are usually deficient in the mineral elements of plant food and are often particularly low in potash, and to a lesser extent in phosphoric acid. Consequently the application of a fertilizer furnishing liberal amounts of phosphoric acid and potash may be necessary to ensure the successful production of crops grown on these soils. While peat and muck soils contain high amounts of nitrogen, this element may be largely in forms unavailable to the plant. It is sometimes desirable therefore to include a small amount of available nitrogen in the fertilizer mixture, especially if the soil is poorly decomposed, e.g. fibrous peats.

When strongly acid or low in lime, peat and muck soils will be benefited by the application of lime as furnished by ground limestone, slacked lime or marl.

A certain amount of experimental work is often required to determine the most suitable fertilizer mixture for organic soils but a 2-19-12 mixture or, on low potash soils a 3-8-16 mixture will probably be found to give satisfactory results, the rate of application varying from 300 to 500 pounds per acre for field crops and from 800 to 1200 pounds per acre for truck and garden crops.

In the initial stages of reclamation of peat and muck soils the land is best adapted for field crops. When the surface becomes well broken down and a suitable seed bed obtained, satisfactory yields of potatoes, roots and truck crops such as celery, lettuce, onions, carrots, etc., may be expected when the land is suitably fertilized. Further information may be

SEEK CANADIAN TREES FOR CHRISTMASTIDE

In addition to supplying her own needs, Canada is an important source of Christmas trees for the United States, and as usual at this time of the year representatives of established Christmas tree dealers from south of the international boundary have visited Canada, particularly Eastern Canada, to contract for supplies to be delivered shortly before Christmas. Notwithstanding the increased sale of potted trees and rather costly artificial plants in the Eastern United States the regular seasonal demand for trees cut in the provinces of Nova Scotia, New Brunswick, and Quebec has shown a decided increase during the past two seasons over former years. In 1935, shipments totalled 3,573,642 trees valued at \$364,135; in 1932 the figures were 1,920,443 trees with a value of \$175,089.

Christmas trees from Eastern Canada find a market in most of the large cities of the Eastern United States that may be reached without prohibitive freight charges. The trees in demand range in height down from 12 feet, the most common sizes being from 6 to 10 feet. One New York chain store has listed its requirements as being for trees from 7 to 9 feet in height packed in bundles of three and 6 to 7 feet in height packed in bundles of four, the trees to be fully branched double-needle balsam.

In addition to the regular firms, there are produce brokers who are willing to act as agents on commission for any firm or shipper desiring to sell on consignment. This latter practice, states the Canadian Trade Commissioner in New York, is not a financially sound one from the shipper's point of view because of the limited marketing period which encourages price-cutting by the agent in order to secure his commission, also the shipper has to pay the freight charges in advance.

YOUR CHANCE TO GET A CAR OF YOUR OWN FREE

"Naming", that favorite of Canadian sports, is once more in the lime-light. This time attention is centred on those lovable Dionne Quintuplets and Dr. Dafoe who have been photographed in a "Picture without a Name". The lucky persons submitting the most suitable names for the picture will receive gifts worth over \$24,000.00.

The contest is being sponsored by the Quaker Oats Co., makers of the famous Quintuplets' cereal. They have announced that, in order to make it possible for more people to enter, the contest will be divided—entries for the contest must be postmarked before midnight of October 30, 1936, and for the second half before midnight of December 13, 1936. There is no limit to the number of entries each person can make, providing he observes the rules of the contest.

Prizes for naming the picture will include: First Prizes—6 four-door Chevrolet De Luxe Sedans; Second prizes—42 six cubic-foot Fridgidaire with Meter-Miser. Third Prizes—120 RCA Radios with Magic Brain with 4,000 additional cash awards.

Get the rules for this interesting contest from your grocer, or write to Box L. The Quaker Oats Co., Peterborough, Ont.

PORTEN

We are sorry to report that little Marie Wright, youngest child of Mr. and Mrs. Harold Wright is a patient in the Fisher Memorial Hospital. We all hope for a speedy recovery.

Lloyd Stairs is ploughing at the Steeles' place at Benton Ridge. Eldon Porter was a visitor to Woodstock on Thursday.

ADVERTISING

In the Columns of your Weekly Newspaper pays big dividends. Try the Carleton Sentinel for results.



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Eating the stove top
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Along came Sultana and
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HEALTH

A HEALTH SERVICE OF
THE CANADIAN MEDICAL
ASSOCIATION AND LIFE
INSURANCE COMPANIES
IN CANADA

ON UNDERSTANDING MOTHERS

Marriage is a growing, living, lasting relationship, the most important of all relationships, and the one which means most to understanding Mothers. It is more lasting than the material relationship for our children grow up, and leave us when they make their own homes. "Can a woman forget her child?" Surely it is impossible—yet it may be possible, though the writer, for one, has never seen a Mother forget.

What would Doctors give to know the earlier history of maternity patients! Children are so various, so rich in character and development. Possibly this is even more true of girls than of boys. Here is a girl, an adolescent, who wishes she had been born a boy—often because she sees, or at least used to see in Victorian and Pre-Victorian ages, that boys have more chances and more prizes in life than girls—more strength—more position and prospects. She thinks so because she has not yet awakened to the glories of womanhood and the vast possibilities of compensation for lesser strength in nobler, if fewer, prospects, and in more significant chances, and prizes that last longer and give more comfort. She will make a good Mother by and by. Give her time.

Here is a little girl who enjoys a true ecstasy of happiness in the possession of her first doll and here is this, other girl, (she lived in Saskatchewan) who at the age of little more than three years had seventeen dolls, and divided them off into families. "This is Susie's sister," she told you, "and this is Sammy's brother." She set them all in a row against the baseboard and lectured them (it is almost incredible!) on the importance of having their milk boiled. "If you don't, you will die," she said! She had heard the Doctor discuss that subject with her Grandmother. The Doctor had failed to convince the Grandmother, but, as might be expected, he had evidently succeeded in impressing the Granddaughter, whose gifts were great.

We must never set bounds to human nature. And when one of the little girls grow up and passes through the great experience of life and love—marries and helps her husband to make a home and in due time, one hopes with her husband's help, chooses the Doctor whom she needs and goes to him for help and understanding, what a great opportunity it is for the Doctor.

"A man only knows what he is told," said a politician, referring to this very subject of Understanding Mothers. As Dickens allows one of his characters to remark—"When I say that I know women, I mean that I know I don't know anything about them." True. Women remain perennially attractive to men—men never quite understand them. One has a fair idea, under given circumstances, of what a man will do. But never can you really tell what a woman may do. So the Doctor tries to understand the Mother. But he needs her help in trying to understand her, or he never will succeed. There is so much to consider, especially before the advent of the first-born.

Questions concerning health, addressed to the Canadian Medical Association, 134 College St., Toronto, will be answered personally by letter.

WOOD'S PHOSPHODINE.
The Great English Preparation. Tones and invigorates the whole nervous system, makes new blood in old veins. Used for Nervous Debility, Mental and Brain Weakness, Loss of Energy, Palpitation of the Heart, Failing Memory. Price \$2 per box, 3 for \$5. Sold by all druggists, or mailed in plain package on receipt of price. New pamphlet on the value of the medicine. CO. TORONTO, CAN.

Consumers are showing a preference for a first grade quality and now feel a certain sense of security in their purchase of a print of butter branded First Grade.

Manufacturers of butter who have been striving to give the consuming public a high quality product believe that now purchasers of butter and also those who manufacture and sell it will have a better opportunity of receiving just value for money spent in buying or selling butter.

As for the cream producer, the opinion has been expressed that those who go to the extra expense and care in producing a clean, sweet product, free from objectionable flavors, will receive a price that warrants taking the necessary precautions to produce a special grade of cream. The careless cream producer who pays little attention to quality will be penalized for his carelessness by receiving a lower price for a lower quality product.

There are very definite responsibilities that must be recognized by those who handle butter in the provinces where grading is compulsory in order that the full benefit be received from the grading of butter for domestic consumption. First, the firm or person cutting and wrapping the butter must accept the responsibility of having the quality of butter correspond with the grade as shown on the wrapper. When a retailer accepts a shipment of butter, he becomes responsible for the quality of the butter while in his possession. This will doubtless mean that retailers will demand a reliable product and will also make provision for proper storage facilities, maintaining a refrigerator or a compartment in a refrigerator for the use of butter alone.

A staff of thoroughly trained and competent inspectors of dairy products are employed to see that the regulations pertaining to the manufacture and merchandising of butter are observed. The consensus of the reports of the inspectors is that the grading of creamery print butter is a decidedly progressive step in the best interests of not only consumers but also producers and those engaged in the trade and industry.

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QUICKLY WITHOUT CHAINS**

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FOR TRUCKS**

It bites into soft going with a caterpillar action. Then—as it revolves—it cleans itself of mud, snow, etc., automatically. It does not clog or gum up and it gives you maximum traction both forward and backward. The tread is designed so that there is always a smooth surface on the road—for easy, quiet riding. If you have trucks that frequently need excess road grip, see the Goodyear Lug Tire now.

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