

July Clearance Sale



During the month of July, we are featuring
a Clearance Sale of

All Summer Goods

In all departments you will find seasonable
goods

At Greatly Reduced Prices

Another shipment of the famous

Billie Burke Dresses

expected for Saturday.

J. N. CURRIE & CO.

The Transcript

Published every Thursday morning from The Transcript Building, Main Street, Glencoe, Ontario. Subscription—In Canada, \$2.00 per year; in the United States and other foreign countries, \$2.50 per year.

Advertising—The Transcript covers a wide section of territory in Western Ontario, and its readers are the leading farmers and townpeople. It is a first-class advertising medium. Rates on application.

Job Printing—The Jobbing Department has superior equipment for turning out promptly books, pamphlets, circulars, posters, blank forms, programs, cards, envelopes, office and wedding stationery, etc. A. E. Sutherland, Publisher.

Now the wise ones, or some of them, are assuring us that there will be no need to worry about coal for this coming winter. It may be that these optimists know nothing more about it than people who a few days ago were warning us that another strike was probable this fall and that the only safe plan was to fill the bin now. The poor consumer is left bewildered. If he fills his bins at present prices and prices take a drop later on he may get offended with himself. But if he decides to wait and winter comes with prices still up and a shortage of coal, he may get angry with himself. It's hard to know what to do, but the man with the coal in the cellar is on the safe side.

A system of water supply for the home such as that being demonstrated by the Provincial Department of Agriculture has much to commend it. The installation of such a convenient system in farm homes especially would do away with much of the drudgery of which one hears so much and would be a long step towards making farm life attractive to the young.

Give the women folk a chance to take a holiday. If no other arrangements can be made, it will do some men-folk good to get their own meals, wash dishes, make beds, scrub floors, tend the poultry, hoe the garden, milk the cows, wash the dairy utensils and the thousand and one other duties a woman is called upon to do. It is unfair to keep the wife working 365 days of the year.—Farmers Advocate.

In these days of rapid changes, observes the London Free Press, it is unwise to make dogmatic predictions, but the chances are that the U. F. O. as a political force will never again have the momentum of the past four years. It will likely go the way of the Grangers and the Patrons of Industry. However, this does not necessarily mean that the U. F. O. is dead. The U. F. O. has a real work to do, economically and socially, in the rural life of Ontario. It has accomplished much in some districts in the way of co-operative marketing, and through the Farmers' clubs by means of education, while it has also im-

proved community and social life. For instance, in Middlesex there has been organized through the U. F. O. a splendid township baseball league and in other ways rural life has been made more attractive. There is a future for the U. F. O. in economic, educational and social spheres, but the idea of a political party built on narrow sectional grounds will never succeed. The fundamental principle is wrong.

Any person who has taken an active part in a political campaign often wonders at the indifference displayed by many voters as to the issues before the electorate. Many of them have to be dragged to the polls like sheep to the slaughter. It will be well for this, or any country, when the time comes, if ever, that every voter will take such an interest in the franchise entrusted to his keeping as to deem it his duty and sacred privilege to discharge it.

Now the prediction is that radio will accomplish for the eye what it has already done for the ear, and that the time is not far off when people will be able to see by "wireless" as well as hear. It is merely a matter, we are told, of the transmutation of sound vibrations into light vibrations and according to one report the problem has already been solved or is about to be solved. And it would be foolish to scoff. So much has been accomplished already, that it would be risky to say where the light of development is to be placed. Before long we may be "looking in" as well as "listening in." We are living in a wonderful world, but there are so many wonderful things we seem to be losing our capacity for wonder.

SCHOOL REPORTS

S. S. No. 3, Ekfrid
Following is the report of the final exams. Those obtaining honors (75 per cent. or over) are marked with a star:
Jr. IV.—Margaret Lockwood 82, Chester Lockwood 67.
III.—Jean Johnson 78, Evelyn Wilder 75, Billie Brown 70, John A. Johnson 69, Bert Corneille and Manetta Tanner (equal) 61.
II.—Clare Huston 69, Melvin Huston 68.
I.—Evelyn Lockwood 86, James Tanner 64.
E. K. Runnalls, Teacher.

SHIELDS SIDING

Earl Ferguson, of Detroit, is visiting at A. D. Ferguson's.
Mr. and Mrs. Dan Mitchell of Brooke, spent Sunday at D. M. Mitchell's.
Miss Lizzie McDonald is visiting with her grandmother, Mrs. McLean. The Ferguson Crossing Needle Club will meet at the home of Mrs. D. M. Mitchell on Thursday, July 12.

It Will Prevent Ulcerated Throat.—At the first symptoms of sore throat, which promises ulceration and inflammation, take a spoonful of Dr. Thomas' Electric Oil. Add a little sugar to it to make it palatable. It will allay the irritation and prevent the ulceration and swelling that are so painful. Those who were periodically subject to quinsy have thus made themselves immune to attack.

TOUR OF THE MARITIMES

Press Party Have Interesting Trip Through Beautiful Provinces by the Sea

The Transcript had the extreme pleasure of being represented in a party of about two hundred, composed of weekly newspaper men and their wives, in a ten-day tour of the Maritime Provinces, June 14 to 25, the occasion being the annual meeting of the Canadian Weekly Newspapers Association, which was held in Halifax. The trip was an ideal one, and had been elaborately arranged for, not only by the manager and officials of the Association and the railway officials, but also by the local councils, Boards of Trade, etc. of the many places visited, who left nothing undone which might give the visitors an enjoyable time while in their midst.

The party left Toronto Thursday afternoon, June 14th, by a special C. P. R. train in charge of W. B. Howard, Assistant General Passenger Agent at Montreal, who stayed with the party as long as it travelled over the Canadian Pacific. Our train was equal in equipment to anything that has ever travelled in Canada. We made a through run to Fredericton, N. B., which was our first stop, crossing the border into the State of Maine about six o'clock Friday morning. Upon awakening the train was passing along the beautiful shores of Lake Megantic. From here on all the way through Maine the country traversed was one of comparative wilderness, with numerous rounded rocky hills with a continuous string of small lakes and streams in the hollows. The lower lands were thickly covered with second growth trees, mainly birch, poplar and spruce, the forests having been a number of years ago either cut over by lumbermen or burned over by forest fires. But little vegetation was to be seen, there were no settlements, and apart from a few very small lumber mills there was no sign of activity or habitation except for a few small houses or shacks. The scenery during the morning very much resembled that to be seen down the Hudson, except that it had a much greener appearance and lacked the peculiar redness which crown the hills along the Hudson. Crossing back into Canada the rolling hills and the outcroppings of rock gradually disappear, but with this exception the general appearance remains much the same, and one who had not previously travelled through the district could not but be surprised at the extent of the uninhabited wilderness. It is a paradise for the sportsmen, and not only are many kinds of big game to be found within its borders, from the majestic moose downwards, but its countless streams teem with fish.

Reaching Fredericton, the capital of New Brunswick, about six o'clock, we were met by the local autoists and taken to the Methodist church, where a most sumptuous supper had been prepared by the ladies, the expense being met by the City Council and the Board of Trade. Later we were driven about the town and its points of interest shown with local pride. While Fredericton, which has a population of about 8,000, has a beautiful situation upon the St. John River and has much historical interest, the general impression is that it presents an old and unkempt appearance. Fully ninety per cent. of the buildings are of wood, and about the same proportion of these have not seen a coat of paint for many years, and when paint has been used the choice seems to have been brown or some other dark color.

We were then driven to the Parliament Buildings, where a reception was tendered us by Lieutenant-Governor Clark and Premier Veniot. After short addresses, in which the city speakers mainly discussed the prob-

lems of the Maritime Provinces, a dance was enjoyed by those so inclined, after which they went back to the train for the night.

After remaining at Fredericton all night the train ran down to St. John during the morning, a distance of 66 miles, practically all the way along the beautiful shores of the St. John River. Upon arrival the party were again the guests of the City Council and the Board of Trade, who motor-ed us uptown to one of the restaurants for dinner. After short addresses by the mayor and other leading men of the town, the ladies were invited to motor out to the mayor's residence to a garden party and afternoon tea and special street cars awaited the men to take them out to see the big dry docks which are now in course of construction, and which the resident engineer, who showed us around, told us would be the largest in the world. The dry docks, which are practically cut out of the solid rock, were started in 1912, but work on them was suspended for a time during the war. They expect to have one section completed by October, but it will take a year or two to complete the whole works.

St. John and Halifax are the two winter ports of Canada, and while in St. John everyone of course tried to impress us with its importance in this respect. It is essentially a maritime city. It is the winter terminus of fourteen lines of ocean steamers operating to all parts of the world. It was founded early in the seventeenth century by the French, and Fort LaTour, the Champlain monument and the Martello Tower are amongst the reminders of an historic past.

During the evening we were invited to a theatre party, and the dancers were cordially welcomed at the Venetian Gardens.

Sunday was another very busy day. We left St. John at nine o'clock, crossing the Bay of Fundy to Digby on the south shore. Though the Bay of Fundy has the reputation of being very rough and noisy, it was upon its best behavior for the party, and with the exception of one or two, all fears of seasickness were groundless. Church service was held on board, an excellent address being given by Rev. A. H. Moore, of St. John's, Que., a former English Church clergyman, who is now in the newspaper business.

Upon pulling into Digby, which is a favorite summer resort, about 12 o'clock Sunday morning, practically the whole town was down to the dock to welcome us. Every auto was on hand and we were taken for a drive around the town and along the shore so that we might see the beauties of its location. After Fredericton and St. John the village created a most favorable impression, for apart from its natural beauty as regards situation, its inhabitants evidently owned lawn mowers and did their best in the way of keeping their houses painted in cheerful white, cream and green.

Here we took the Dominion Atlantic Railway for a run down the famous Annapolis Valley, noted for its beauty and its apples. After rounding numerous curves, on one section which as we passed along we were able to see all four sides of a farm house, we stopped at Annapolis Royal, and detained for half an hour for a glimpse of antique "Fort Royal," founded in 1604, where British blood was spilled in 1710 to secure for Queen Anne her present name-sake, "Fort Anne."

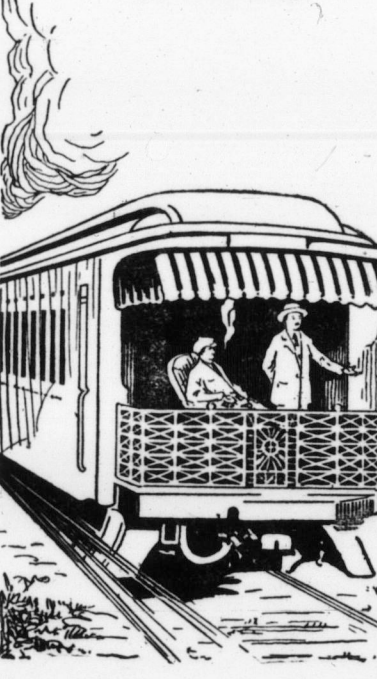
We then passed along to Kentville, where upon our arrival at the station we were greeted by the K. of C. Band and by what we judged to be all the autos of the village and surrounding country. From here we were taken on an auto run through the wonderful apple orchards of the valley. These we had seen on both sides of us all the way down on the railway, and were much impressed, but as we passed along on the new provincial highway we found that what we had seen from the train gave only a faint idea of this most famous apple country. For we passed through mile after mile of orchards, and while we were two or three days too late to see the blossoms in their greatest beauty, they assuredly presented a wonderful sight. On our left, as we passed along on the height, below us we could see in the foreground the great dyke lands, where dykes were built by Acadians in the eighteenth century to keep back the waters of the Basin of Minas, and keep from being inundated the rich flats where hay and grain is grown. Beyond this the view extended until Blomidun rises in the distance. Upon ascending our last hills, below us we saw the site of the ancient village of Grand Pre, founded by Louisbourg fellow, beautifully situated on the Basin of Minas, and we realized that we were in the land of Evangeline. We spent an interesting hour upon the scene of the ancient homes of the Acadians who were in 1755 handsomely deported. A park of six acres, the actual home of Evangeline, opposite the railway station, has been secured by the railway and has been consecrated as "Evangeline's Park." Near the entrance is to be seen a magnificent bronze statue of Evangeline, by the well-known French-Canadian sculptor, Henri Herbert, and upon a central location there is a small chapel which has been erected by the descendants of the Acadians. F. G. C. Comeau, of the Dominion Atlantic Railway, who accompanied the party to see that our train service was of the best, from the steps of the little church told us the story of the Acadians, and explained the points of interest and their historical connection. Instantly he mentioned that Sir Robert Borden's home was upon the upper lands half a mile or so from where we were standing.

From Grand Pre we ran straight through to Halifax, where we were to remain for the next two days for the annual convention, arriving about ten o'clock Atlantic time, everybody tired but enthusiastic over the beautiful scenery viewed during the day.

In view of the criticism we hear at home of daylight saving because of the confusion caused, we might



The Duty of Fire Prevention



Carelessness with cigarette butts, cigar ends, matches, pipe ashes, camp fires, fly smudges, railway locomotives, slash-burning operations—human carelessness of some kind accounts for over 95% of the forest fires in Ontario.

It is impossible to say how many fires along railway lines are not due to engine sparks, but to the thoughtless smoker tossing away his cigarette or cigar butt. However, there is no doubt a fair number of forest fires originate in this way, and such are preventable. Each individual should realize his personal responsibility to be careful with fire in any form in northern Ontario.

Save Ontario's Forests

The Ontario fire ranger is at the mercy of all types of carelessness, and cannot prevent fires starting, as a rule. He can only attempt to limit the consequences. He is entitled to your help and co-operation by being careful with fire.

Ontario Forestry Branch
Parliament Buildings
Toronto, Ontario



STUDEBAKER LIGHT-SIX TOURING CAR \$1375

More Cars Shake Themselves to Pieces Than Ever Wear Out

Charge that up to vibration—the constant trembling that causes cars to grow old prematurely by racking the chassis, destroying the "metal life" of vital parts, loosening up bodies and causing squeaks and rattles. Frequent, costly repairs are the result.

The Studebaker Light-Six is freer from vibration than any car of its approximate size or weight yet produced. This has been accomplished largely by machining the crankshaft and connecting rods on all surfaces—a practice used by Studebaker exclusively on cars at this price and not to be found on any other car in Canada selling for less than \$3500.

Aside from its mechanical excellence, the Light-Six is handsome in design, extremely comfortable, sturdy, and we believe the most economical car to buy and operate ever offered at \$1375 or anywhere near this figure. It is powerful, flexible, speedy, easy to handle and convenient to park.

The Light-Six is well worthy of the Studebaker name, which for 71 years has stood for unfailing integrity, quality and value.

MODELS AND PRICES—f. o. b. Waterville, Ont.—Exclusive of Taxes			
LIGHT-SIX 5-Pass. 117 W. B. 40 H. P.	SPECIAL-SIX 5-Pass. 117 W. B. 50 H. P.	BIG-SIX 7-Pass. 126 W. B. 60 H. P.	
Touring \$1375	Touring \$1795	Touring \$2425	
Roadster (3-Pass.) \$1375	Roadster (2-Pass.) \$1760	Speedster (5-Pass.) \$2550	
Coupe-Roadster (2-Pass.) \$1775	Coupe (5-Pass.) \$2775	Coupe (5-Pass.) \$3475	
Sedan \$2225	Sedan \$2950	Sedan \$3750	

Terms to Meet Your Convenience

WM. McCALLUM
DEALER - GLENCOE

THIS IS A STUDEBAKER YEAR

H. J. JAMIESON FIRE, LIFE AND ACCIDENT INSURANCE

PHONE 92 GLENCOE

District Agent
Manufacturers' Life

NOTICE TO CREDITORS

Re James D. McBride, Late of the Township of Mopp, in the County of Middlesex, Merchant, Deceased.

Creditors and others having claims against the estate of the said deceased are required to send full particulars of such claims to the undersigned executors of the will of the said deceased on or before the 7th day of July, 1923, after which date the executors will proceed to distribute the assets of the said estate, having regard only to the claims of which notice shall then have been given.

THE LONDON & WESTERN TRUSTS COMPANY, LIMITED, London, Ont., Executors, by Fraser & Moore, Solicitors.