

Tweed Loses an Estimable Family

This week witnessed the removal from town of Mr. and Mrs. W. E. Gartley and children, one of Tweed's most estimable families whose place in the life of the community, it is felt by all, will be hard to fill. They left yesterday for Belleville, where Mr. Gartley has had erected a beautiful home and in which city he will continue in the same line of business he so successfully established in Tweed.

About twenty years ago Mr. Gartley came to Tweed from Georgetown and entered into the manufacturing agency business, and succeeded in building up a most lucrative trade. Five years later he purchased the property on Metcalf street and erected and put in operation the present pump manufacturing plant and this enterprise developed rapidly until today the Gartley pump is famous both far and near. Not the least interesting chapter of Mr. Gartley's career in Tweed was his choosing one of Hungerford's young ladies, namely Miss M. A. Clare, daughter of the late James and Mrs. Clare, as his bride, which happy event took place about seventeen years ago, and that she and the children will also be missed by their large circle of friends is very evident from the expressions of regret heard on all sides at their removal. Mrs. Gartley has been an active member of the Ladies' Aid and Missionary Society of the Methodist church and of the Women's Institute in which circles her ever willing service will be greatly missed, and by whom, prior to her leaving, she was honored by the presentation of tokens of remembrance. Mr. Gartley has been connected with the local fire brigade for about sixteen years and has held the positions of captain and 2nd engineer, in which capacity his able service has been much appreciated. He was a member of the village council for seven years and resigned this civic honor to take a place on the Public School Board which office he held for the two years just closed, one year as chairman. Mr. Gartley's reasons for removing to Belleville, as stated to our representative, was for the purpose of being more centrally located and a larger field in which to prosecute more fully his business of manufacturing pumps. The family carry with them the best wishes of a host of friends for continued prosperity in their adopted home.—Tweed Advocate.

Wedding Bells

BARCLAY — McMECHAN

The commodious residence of Mr. Wm. McMechan of Madoc Township was the scene of an unusually happy event on Wednesday, the 11th, when his daughter, Miss Jennie, was united in marriage to Mr. Hugh J. Barclay, of Driver, Sask., formerly of Beaverton. Over sixty guests were present. The bride and groom were attended, and when the strains of the wedding march gave the signal, they took their places, while Rev. MacTavish performed the ceremony. The bride looked charming in a gown of tulle, mesh and georgette, with appropriate flowers. After all had tendered their congratulations, the company sat down to a bounteous feast of good things at prettily decorated tables. Mr. and Mrs. Barclay left to take the afternoon train, but expect to return before starting for their home in the West. They will take with them many valuable tokens of the esteem of their friends in this part of the country. Among these is an elegant easel, from the ladies of St. Peter's Church, with an address expressing their regret at parting with Miss McMechan, their appreciation of her devotion and willing service to the church, and their hope that she will find happiness and new usefulness in the home to which she is going.—Madoc Review.

LAFFAN — FORESTELL

A quiet but pretty wedding was solemnized at Sacred Heart church on Monday morning, February 16, when Mary Loreto, eldest daughter of Mr. and Mrs. A. H. Forestell, was united in the holy bonds of matrimony to Mr. John Laffan, Rev. J. P. O'Riordan officiating. The bride, who was given away by her father, looked very pretty in a navy blue tailored suit with hat to match. Miss Tillie Forestell, sister of the bride, acted as bridesmaid, while Mr. Jas. Laffan, cousin of the groom, aided and supported the groom. After the wedding breakfast, served at the home of the bride's parents, the happy couple left amid showers of rice and confetti for Toronto, Niagara and Buffalo. Their many friends join in wishing them a long and happy wedded life.—Madoc Review.

War Missing Tommy Cut to Pieces on the C. P. R. Tracks?

Soldier of Mystery Reported Killed Outside of Toronto.

CARRIED STOLEN PAPERS.

Unidentified Man Terribly Mangled Near the Queen City on Monday Night.

Brookville, Feb. 20. — Was the unfortunate soldier whose aimless wanderings here some weeks ago while suffering from loss of memory through shell shock caused misgivings as to his safety, cut to pieces by a C.P.R. train outside of Toronto on Monday night? C.P.R. officials in Toronto think that an unidentified man who was killed just east of Toronto by a train is the same person.

Identification of the man is so far wanting. From the fact that he carried papers bearing the name of Samuel A. McIlroy, late of the 15th Battalion, it was presumed that he was this soldier. Secretary Stubbs, of the Red Triangle Club, Toronto however discovered that the victim was not McIlroy.

Mr. Stubbs was notified of the discovery of the body on Tuesday afternoon. His informant stated that the body had on it army discharge papers bearing the name of Pte. Samuel A. McIlroy, 15th Battalion, Regimental Number, 5,694. Mr. Stubbs immediately got in touch with the military authorities and finally traced McIlroy's mother to an address on Bellwoods Avenue, Toronto. When he called at the house the lady's mother was not at home. But about 5:30 Mr. Stubbs received a telephone message. It was from McIlroy himself.

"I thought you were dead," called back Stubbs, astonished.

McIlroy assured the secretary of his liveliness and explained the unknown man's possession of the discharge papers by stating that the document had been stolen from him some time ago. But when the alleged theft had occurred McIlroy could not recall.

The C.P.R. officials are of the opinion Mr. Stubbs said, that the body was that of a man lately seen wandering aimlessly around Brookville, says a Toronto despatch. The body was not taken to Toronto, but held at some intermediate point for identification and disposal.

The missing soldier was first noticed here during bitter January weather, when he left a Grand trunk train here, with a ticket to Halifax, N. S., in his possession. Slipping away from a guard which was placed upon him at the Union station, he boarded a C.P.R. train for Smith's Falls, where he transferred to the C.N.R., at Portland, he was removed from the train because of lack of a ticket and was sent to Kingston where an escort was to meet him. The soldier and the escort missed connections and the soldier was once more reported missing. The soldier was said to have been from a Toronto military hospital.

Another Clinic for Peterboro

New Building Will Be Erected in The Spring.

Peterboro, Feb. 20. — Doctors G. Stewart Cameron, J. H. Eastwood, J. Malcolm McCulloch, J. B. Mann, A. Moir and F. Neal who have been practicing for some years in Peterboro, have formed a clinic on lines similar to those which have been followed in other places both in Canada and in the U. S.

"The field of medicine has become so great that it is impossible for any one man to be equally proficient in all branches," said Dr. G. S. Cameron on this afternoon. "Further it is impossible to maintain the practice of modern medicine and surgery."

Continuing Dr. Cameron said: "In order to give a service that will be of the very best the above doctors have decided to unite their forces and in the spring erect a modern office building in the site of the old Trinity Methodist church at the corner of Reid and Charlotte streets. This building will be fully equipped with clinical and X-ray laboratories and it is their intention to have a well trained technician in charge of their laboratory work. It is hoped that the institution will be in running order in the autumn.

"We trust that in the near future out we may be able to give a more extended account of the work that is to be done."

It is stated that at least \$50,000 will be spent on the building.

Land of Milk and Honey is Seared, Blasted and Spoiled

Peasants in Ukraine Vainly Attempted to Use Barbed Wire in Endeavor to Till War-Beaten Soil.

Barbed wire and cemeteries are monuments to the memory of the invading hosts of nearly five weary years in the "no man's land" of the Ukraine.

Before the war Ukraine was Russia's granary, with all that this means to the peasants who people it. The high cost of living was not one of the farmer's troubles.

When the gray-green flood of armies swept over it, the once prosperous, peaceful country was left bare and brown. Whole forests were shattered; great acreages of wheat and barley were laid waste. Gone were the fat herds of cattle and sheep from the low hills; gone the thatched cottages and barns that had dotted the landscape. Sparse grass and tougher weeds were the only vegetation.

Seared and blasted and trampled by the massed feet of plodding armies, the once fertile ground grew hard and unyielding even the stoutest ploughshare. But the weary refugee returning to the land of his fathers to live like an animal in the abandoned dugout and trench, found no implements to attempt cultivation. His ploughs, his spades, all his farming tools were gone.

Nor was there any raw metal with which to fashion even the crudest of farm implements, in all those great stretches of gray waste. Everywhere over the once flourishing fields writhed and twisted the endless miles of tangled, rusted barbed wire. Snake-like they crawled through the cemeteries. Barbed wire was the first thing the weary peasant's eyes glimpsed in the morning; it was the last thing he saw at night.

Relief workers of the Joint Distribution Committee say the peasants painfully trying to turn the wire to use. Jacob Basheh, who was in charge of a relief unit in this region, reported to the Canadian Jewish War Relief Committee that the effort of the peasants was deeply pathetic.

"With the aid of stones and his bare hands the farmer of the Ukraine battered the barbs from the rusted coils and laboriously wove a sort of aped from the only metal at hand," said Mr. Basheh. "Have you ever tried to manipulate barbed wire? In his dug-out the peasant toiled, resting only when the sharp points tore his hands until they bled. But a spade of some description, some kind of a tool which would serve to turn up the hardened soil was essential. After all the improvised implement failed to serve its purpose, the ground was entirely too thoroughly beaten down to yield to its treatment.

"Of course it was slow and tedious work. When these poor people, nursing their torn hands, discovered that their rude spades would not serve their desperate was pitiable. And what is especially significant was the fact that this was once a land of milk and honey."

MUST CHART ATMOSPHERE

Before Commercial Aviation Can Be General.

Rigid Airship Best For That Purpose.

Weather played a far greater part in the great war than is generally known; it will play an even more important part in the future. There can be no great expansion of civil or commercial aviation until atmosphere is charted. At the very outset it must be realized that such routes as London to Paris or the French seacoast resort do not form the alpha and omega of the scheme. These projects have already been undertaken by private firms, and no assistance is needed by the Government. Our aim should be to link up the empire by aircraft on the lines what has been done in establishing the All Red wireless and cable routes.

Primarily it means that our aircraft will have to set out into unexplored parts of the aerial world. Where one has gone others will follow, and if the Government gives the lead private enterprise is sure to come after; but at the present juncture the unknown dangers of the air on long distance voyages form an absolute barrier to the commercial air industry.

Exploration of the upper air can be carried out to a large extent from the surface, but in order actually to

describe the daily happenings in the atmosphere and the effect that they have on aircraft, it is absolutely necessary to send technical experts in to the air to examine its state at first hand and at close quarters. The results at such investigation will be of twofold interest. On the one hand the way will be clear for the air pilot. Instead of launching into the unknown, he will be in possession of such knowledge that he will be, at any rate, on nodding acquaintance with the vagaries and whims of the weather through which he is traveling. The other person to whom this intelligence will be vitally necessary is the designer of the craft that will undertake the voyage. He must know before he draws the first outline of design what his products will have to contend with, and once in possession of the facts he will concentrate his energies in the building the most efficient machine, equipped in every detail to combat with the natural elements.

Granted this necessity for mapping the air we have to consider the best and cheapest method of doing it. We are already in possession of numerous meteorological stations at home and in different parts of the world which can give first-class technical knowledge and records. There are also the R. A. F. units abroad, which, although they may not be able to give detailed figures, can forward general information based on flying experience of the weather conditions. For the rest it is necessary to send government aircraft repeated flying over the proposed routes, and these craft should, when ever practicable, carry technical officers whose sole duty it would be to watch and note every detail of the atmospheric conditions. The type of aircraft pre-eminently suitable for the work is the airship. Rigid airships of the R-34 class, having from their base a cruising distance of 2,000 miles, can cover a great distance and large areas of unexplored air without risk of loss such as is always liable in heavier-than-air craft owing to engine failure. They can ease their speed, and watch atmospheric formations, and every facility is available for the technical officers who would be carried to collect information.

Supposing the investigations were to start from the British Isles; the eastern part of the North Atlantic Ocean, could be thoroughly sounded by flight from air stations already erected in the British Isles, and they would cost the government practically nothing as the airships would in any case be flying or requiring upkeep if not employed on such as that work.

The way would then be open to Gibraltar via the sea route and half the Atlantic toward Canada and America would have been explored. The next step is to erect a mooring station either in the Mediterranean or on the American continent to explore the great inland sea, or the remainder of the northern Atlantic. The cost of the equipment of such a station is a mere nothing when compared with the erection of even a temporary sit for airplane operations. It is impossible to conceive a less costly and more efficient method of charting the atmosphere than the airship.

This great use for airships natural brings one to ask: What of the craft themselves? British builders have shown what can be done in the R-34 which did the round trip to the United States and by building larger and better ships not only could more extensive flights be carried out from this country obviating the use of refueling depots, but the risk of loss, always present in any form of aerial pioneering would be minimized.—London Times.

LEAKING GAS STOVE CAUSES MAN'S DEATH

Caricaker of Cornwall Postoffice Found Dead in Bed.

Cornwall, Feb. 24. — Charles Rivier, for the past ten years caricaker of the Cornwall postoffice, was found dead in bed yesterday morning by his youngest daughter Edna dead being due to asphyxiation. Mr. Rivier had been sleeping in a separate room, which was heated by a gas stove. The stove was lit during the evening, and turned off by Mr. Rivier upon retiring. The gas cock turned very easily and it is thought that in taking his hand off after shutting off the gas his finger touched the cock and opened the valve.

Deceased was 57 years of age, and leaves a widow and two daughters, Mrs. Ralph Morgan, of St. Catharines and Miss Edna at home.

Debtors forget that creditors never forget. A progressive man is one who has the ability to stand still while others are going backward.

Proposed Military Service in Canada

Here is where your fight comes in. There is a determined effort being made to force conscription for military service on all Canadians. From time to time militarists hint at this, but all the time they are working, at it, Brig. Gen. Griesbach is the mouth-piece of the group. He has just issued a circular explaining the details of the plan. The principles are:

(1) That all male citizens of Canada are liable to give military service in time of war.

(2) That all male citizens of Canada should be trained in time of peace to give military service in time of war.

The training begins at twelve years of age and continues until thirty years of age. Military service continues until sixty years of age, though active training ends at thirty. He estimates that in ten years there would be 50,000 men in depots; 150,000 men in units, 300,000 men in the first reserve. He suggests that soldiers should not receive more than twenty-five cents a day while training, and as all are compelled to serve it may be inferred they would not receive more in active service. This, he claims, would secure economy. The greatest economy, he states, being the fact that soldiers could be immediately secured for war. Public men would be trained to think out matters of finance whereby OUR NEXT WAR would be financed on the surest and best method. His suggestion for training in time of peace is the following:

Junior Cadets—From 12 to 14; to receive instruction in physical drill and military exercises; to be subject to medical inspection and treatment for any physical defects that may be found to exist, such instruction and medical care to be under the supervision of the schools of the Province. Senior Cadets—From 15 to 18; to receive instruction in physical drill and military exercises; to be subject to medical inspection, and to be given special training and treatment for any physical defects that may be found to exist, such instruction to be given by schools and to be under the direction and with the assistance of the military authorities of Canada.

There shall be established in Canada a series of Military Training Depots, equipped with barracks and training grounds. Such depots shall give four courses in the year synchronizing with the four quarters of the year, each course to be of three months' duration.

In the year in which all cadets in Canada reach the age of nineteen, commencing with a certain day, such men shall automatically pass from the Senior Cadet Class, and (selecting the particular three months' course which is most convenient to him) shall appoint a depot, and shall there receive three months' intensive military training.

Upon the completion of this course the recruit will be drafted to a unit of the active army, of the branch located at a point most convenient to the recruit.

At the age of twenty the recruit will do one month's training with the unit to which he belongs, and will train with the same unit at the age of 21 and 22.

Having reached the age of 23 the soldier now passes to the First Reserve.

From 22 to 30 the soldier will once each year fire a course in musketry and submit himself for medical examination.

From 31 to 45 the soldier will be in the Second Reserve.

From 46 to 60 he will be in the Third Reserve.

Brig. Gen. Griesbach published this infamous Prussian program and so far I have not heard that the Lord has struck him dead. Brig. Gen. Griesbach's plan follows the same principles as the plans in operation in Germany for many years, the plan that made the Kaiser sure of his power to wage war successfully, the plan that turned thousands of acres of Europe into crowded cemeteries in which the world's finest men lie buried. Is it not appalling that with the stench of millions of decaying human bodies still in our nostrils anything in human form should make such a suggestion in this young country? And yet, there it is. We have the idea how firmly determined a great many men in Canada are that this country shall become a military camp.

The pestilence is not something that is a dim possibility of the future. It is a very present menace, a menace that can only be destroyed by the destruction of all it advocates. As you value the freedom of your sons, your children, your country, see that you make sure by all lawful means to fight and destroy the monster that has contaminated our fair land.—Exchange.

Some men die hard and some others are dead easy.



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Toronto Ladies' Team Blanked at Trenton

Trenton, Feb. 24.—In a well-contested game here the Trenton ladies' hockey team, engaged the ladies' team of the C.P.R., Toronto, and were successful in defeating the visitors by the score of 4 to 0. The game was replete with many spectacular rushes by both teams. For the home team the stars were: Misses O. Smith, A. Cumming, H. Weaver; while for the visitors Misses V. Bennett, D. Tait and H. Leaney were exceptionally clever. Trenton—Goal, B. Powers; defence, L. Young and A. Cumming; centre, H. Weaver (capt.); right wing, O. Smith; left wing, A. Sanderson. Sub.—D. Whittier. C.P.R., Toronto—Goal, D. Tait; defence, L. Lawrence and G. Backus; centre, V. Bennett (capt.); right wing, A. Davis; left wing, H. Leaney. Subs.—B. Flint and L. McNicholl. Referee—H. J. McCue.

LATE MRS. MARY WATSON

The funeral of the late Mrs. Mary Watson, who died at Cleveland, O., was held on Saturday afternoon from the residence of Mrs. James Woodley, Murney street, Rev. A. H. Foster officiating. The remains were placed in Belleville vault.

Manufacturers Have Opportunity

Local Firms May Manufacture Machinery For the H. A. Wood Co.

A conference was held yesterday by Mr. Angrove representing the H. A. Wood Manufacturing Company, which will shortly begin operation with representatives of various machinery companies in the city to see to what extent they could supply machinery for the output of the new works which will be valves and steering wheels. As a result of the conference it was shown that Belleville manufacturers can get immediately about \$100,000 worth of a permanent character, it will necessitate additions to some of the plants here. Those attending the conference were W. C. Springer, representing the Springer Brass Goods Co., J. C. Wilson of the Wilson and Son Foundry, H. Sanders of the Belleville Hardware Co., E. Foley and Mr. Elliott of the Elliott Wood Working Machine Co. and Mr. C. Rutan. The meeting was held at the office of Mr. J. Bone.

If you would make your money last you must earn it first.