

Goodbye, 1923! Hello, 1924!

All things considered 1923 sales were beyond what we expected. Now to make 1924 still better requires

EXTRA VALUES

EXTRA SELECTION

EXTRA SERVICE

Unusual Times Call for Unusual Efforts

January Sales will be in order in almost every store in Canada. A great many stores prepare for this sale by purchasing Merchandise where "PRICE" is the greatest consideration regardless of "QUALITY." Sometimes big business is done for a few days or weeks, but almost always proves disastrous to both buyer and seller.

This Store's January Sale Includes

Merchandise of standard quality sold to give Service and "Come-back" Customers.

Great Sacrifices in Clothing Department

Men's and Boys' Suits and Overcoats.
Men's and Boys' Sweaters, Heavy Work Shirts, Underwear, Mitts, Hosiery.

Clearing Lines before Stocktaking

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.

The belief persists that much oil exists down below the oil-bearing strata already tapped in Western Ontario. Is it not of importance that the matter be settled finally? The Provincial Government should consider the question of testing the theory by deep boring, says The Globe.

The year 1924 promises to be an interesting one for Canada, with just enough uncertainty about the outcome to give zest for anticipation. In politics there is a prospect of one or more crises, with a strong possibility of a general election, perhaps running contemporaneously with the United States campaign; in business a moderate prosperity views with apprehension the continuance of chaos in Europe and the probability of the collapse of United States inflation which, as always, is likely to have a reflex effect in Canada; in social problems the attempted "come back" of the demon rum promises the most interesting developments. A referendum is almost certain to be held in Ontario.

Roger Babson is the author of a good deal of wise and homely advice. In Toronto the other day he said, among other things, the following: "They are selling Canada to the down-and-outers of Great Britain, while your own young men of education and means are leaving Canada for the United States. It is a crime and you ought to be ashamed of it, whether you are fathers or heads of provinces," and then he added, "I suggest that during 1924 you cut out the frills; you buckle up your belt a little tighter; you pay your bills and make other people pay their bills; you keep your inventories down to a proper figure; you cut out speculation; you live the life the Lord intended you should live in business as well as in social life."

NEW TRAFFIC LAW

Motorists Should Know Requirements of New Act

On December 31st the new Highway Traffic Act came into force throughout Ontario. For some years the traffic laws of the province have been covered by three separate Acts. The Motor Vehicles Act dealt with the operation of motor vehicles in general; the Load of Vehicles Act contained provisions governing the weight, speed, size of loads on all vehicles, including motor trucks; and the Highway Travel Act set forth the rules of the road as affecting both motor and horse-drawn vehicles. These Acts had been amended

may receive special permits to carry a maximum load of five tons. After January 1st, 1924, motor trucks with their loads must not weigh more than eight tons.

All vehicles with tires less than 6 inches in width must not have a greater load on any wheel than will exert a pressure of 500 pounds for each inch in width. Thus a 6-inch tire must not carry a total weight greater than 2,500 pounds. For tires over 6 inches in width the maximum weight per inch in width is 600 pounds, consequently an 8-inch tire may carry 4,800 pounds.

Broken or defaced tires will not be permitted and all solid tires must have 1 1/2 inches of rubber between the rim and the road.

During the months of March and April, motor trucks rated at more than one ton must not carry more than half the rated load outside of cities and towns separated from the country for municipal purposes. During the same period all other vehicles are restricted to a wheel load of 230 pounds for each inch of tire width, without special permit.

Motor trucks must not carry a load greater than that for which they are registered.

All vehicles, while carrying loads extending over the rear for more than five feet, must carry a red flag by day and a red light at night attached to the rear of the load.

Bicycles are required to carry red lamps or reflectors at the rear.

Spotlights will be permitted, provided they are stationary and are attached to the left of the motor vehicle, with the light directed to the right-hand side, striking the road within 75 feet in front of the vehicle. Movable spotlights are not allowed.

Probably the most outstanding change in the Act is that providing for the record of convictions on the permit issued for motor vehicles and for the cancellation of the permits on three convictions for certain offenses. Permit cards will have space provided on them for the recording of convictions and motorists who are summoned will be required to present these in court in order that the magistrates may endorse them. The amount of the fines, and the cancellation of permits, in many cases, depend on the number of convictions, and the above procedure is necessary in order that magistrates may know how many previous convictions have been made.

At the same time magistrates report all convictions to the Minister of Highways, who may at any time for misconduct or for violations of the provisions of the Act or any regulations thereunder suspend or cancel any permit or license. A new provision in the Act that motorists will appreciate is the limit of ten days required for the serving of summonses. In the past unnecessary time has elapsed between the offence and the serving of the summonses. The limit of ten days may however be extended by magistrates in cases where it is evident that offenders could not be served or were intentionally avoiding service of summonses.

A limitation has also been placed on the time during which civil action for recovery of damages occasioned by motor vehicles may be taken. In the past action could be brought at any time, long after details of the alleged injury were forgotten and long after witnesses could be retained. The new Act provides that no action shall be brought after six months following the damage.

All garages must obtain licenses from the Department of Highways and must keep a record, and must report to the Department all motor vehicles bought, sold or wrecked by them, within six days. They are also required to report all cars or trucks which remain on their premises for more than two weeks without good reason.

While the above is a brief outline of the general features of the Act, it is the duty of owners or drivers of vehicles to study the requirements of the Act and become familiar with them.

All licenses and permits are issued by the Department of Public Highways, in which the administration of the Act is vested. Permits and markers can be obtained direct from the Department at Toronto or from the local agents of the Department, of which there is at least one in each county of the province. Chauffeurs' licenses and garage licenses can be secured only from the Department at Toronto.

The new Act has been published in a convenient booklet form and will be mailed on application to the Ontario Department of Public Highways, Motor Vehicles Branch, Highway Administration Building, University Avenue, Toronto.

OUR RETIRED FARMERS

To the Editor of The Transcript:

The question is often asked, What benefit is the retired farmer to any town or village; should he have a place with town people, or should he be let live at all? And you often hear the answer given: Well, the old retired farmer is a hindrance to any town, for he is a "tightwad" and a knacker. That is the cry.

When all is said and done, I think, Mr. Editor, that there is no asset to any small town or village so great as the retired farmer, in whom you see the fruits of honest toil stamped on his very being; a man who has

helped pioneer this fair Dominion of which we boast, and has walked daily hand in hand with God's out-of-doors, and then by his honest labor brought from the soil the "staff of life," that we in the towns might live.

Where can you see a more God-fearing, praiseworthy and noble set of men assembled together in a village store or shop than a bunch of those retired farmers, with their white locks of hair and shoulders stooped from their honest toil, enjoying the discussion of how they pioneered this fair Canada, and the good old days when man was just with man and life was real.

Now, when the evening of his life has come and his days of real activities are nearly ended, he takes his place in the little village for which he has spent a large portion of the revenue of his toil to maintain during his life in the vicinity. He now buys a property and spends his money to improve it.

He is the man who has the money to pay his way, and a man that knows how he got it, for he had to start at the bottom of the ladder and work up. So, when he comes to town he should not be expected to sow his money as if he had picked it off the trees.

He also is a man who is willing to take a fair rate of interest on a property loan, as an investment, with any spare money he has; but the big business man is reaching out for the big stuff with the big interest rate, and the little business fellow, struggling for an existence, has no chance with the big fellow, and finds that the retired farmer comes to his rescue.

Again, the retired farmer when he makes a purchase always has the cash and settles then and there; and the fellows who do the most crying about those retired citizens are the ones from whom it is the hardest to get settlements.

In the civic life of the villages who should have a greater knowledge of affairs than those retired men, and who could spend money more judiciously than they? Or who are more capable of making civic improvement than they? When you consider them on the farm starting with the old log house and barn—then today the stately brick and bank barn, equipped with all the modern improvements, also, from the ox cart to the automobile. I tell you he is no man to be despised by any town or city, let alone the small village; he is a man that we as business men can take our hats off to; there is no class of men today who have improved any more than the farmer, or no man any more deserving of a home on our best streets or a place in our civic life than that "old retired farmer," as they call him.

Some of the best men this continent has ever produced were boys called from the farm, such as Abraham Lincoln, Lord Strathearn and many others, who were called from the plow.

It has never been my privilege to live on a farm, but it has been my privilege to live in towns of Canada and the United States, and I find no greater asset to any town or village than the venerable retired farmer; and I think it our duty to reverence these and all old men, remembering the words of the prophet in Ecc. 12, when he said, "Remember now thy Creator in the days of thy youth, while the evil days come not nor the years draw nigh when thou shalt say, I have no pleasure in them."

DON H. LOVE,
Glencoe.

SQUANDERMANIA THAT IS PARALYZING THE COUNTRY

(From the Ottawa Journal)

The Dominion Government has made further exemptions from the new Sales Tax which has gone into effect January 1. That is all to the good; but it is a great pity that the Ministry could not have seen its way clear to suspend the new levy altogether. No evidence exists to show that the country could not get along without additional revenue. At the present time taxes are being collected at the rate of nearly \$400,000,000 a year, and despite the admitted extravagance that has been practised during the past twelve months, the Government ought to pretty nearly balance its next Budget. Next year, with business and industry given a fair chance, things ought to be better. The Canadian National Railways, from present indications, will decrease their deficit. This year the system will have an operating surplus of \$15,000,000 as against an operating surplus of \$4,000,000 last year, which means that Parliament will be called upon to put up a much smaller sum for fixed charges; and, according to Sir Henry Thornton, 1924 will show still greater improvement. That improvement alone, mixed with reasonable administrative economy, ought to obviate the need of new taxation.

The great trouble with Governments is that the more money they collect in taxes the more money they want to spend. And the war, during which people were willing to put up money without stint, increased their bad habit. That habit has got to be curbed. It is being curbed in England, in Australia, in New Zealand and in the United States; and it has got to be curbed here. The other day the London cables told us that English taxation this year would be

\$400,000,000 less than last year. Recent Washington despatches told of a plan to reduce American taxes. Yet while retrenchment goes on in other countries, and the war and its problems recede, Canada goes on adding still heavier tolls upon an already over-burdened public.

The consequences are bound to be evil. Taxation is crippling to any country; it is particularly perilous for Canada. And the reason is this: that it is easy for over-taxed capital and people to move out of Canada. The over-taxed industry or business or individual in England cannot easily move. The over-taxed industry or business or individual in Australia or in New Zealand is in the same predicament. But in Canada it is different. We are bordered for three thousand miles by a great, rich, prosperous nation; and if capital and people cannot get along over here they simply move over there.

They are moving now. They have been moving at the rate of ten thousand a month for nearly two years; and declining taxation over there and heightening taxation over here are not likely to diminish the exodus.

The plain truth is that it is vital for Canada to have at least as low taxation and as low living costs as the United States. Otherwise we shall simply degenerate into an Ellis Island for the Republic. Our best blood and our best brains and our capital will go where opportunities are greater.

That is why the Journal has consistently protested against high taxation. We have been going on with a prefiguring in literature that is a crime against Canada's future. While other nations have been divorcing waste we have been gripped by a squandermania that is paralyzing this country. And unless it be stopped in time, unless this Government and Parliament call a halt, we are marching rapidly upon a path with an abyss straight ahead.

Toronto ratepayers have voted to continue with daylight saving for three years more, at least. Hamilton has very wisely decided against it. It is rather difficult to understand Toronto's attitude in this matter. The town is out of tune with practically the whole of the province and with the railways operating in and out of the place. The thousands of people who visit Toronto are befuddled by the difference in time, and many of the residents themselves are against it. The people who voted to keep on with the system consider only their own pleasure.

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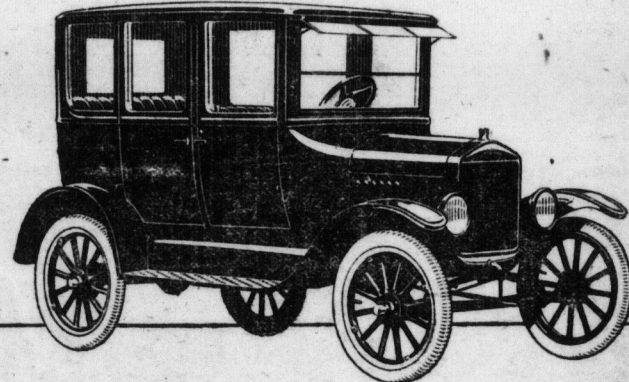
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