

Railway Trains at Glencoe

GRAND TRUNK RAILWAY

Main Line

Eastbound—No. 20, Toronto express, 3.38 a.m.; No. 12, mail and express to London and intermediate points, 5.37 a.m.; No. 18, express, local points to London; 2.55 p.m.; No. 16, Eastern Flyer, for Toronto, Montreal, etc., 6.05 p.m.; No. 116, local accommodation to London, 10.40 p.m.

Westbound—No. 7, Detroit express, 4.45 a.m.; No. 75, local mail and express, 7.30 a.m.; No. 115, Detroit express, 12.35 p.m.; No. 11, local mail and express, 6.37 p.m.; No. 15, International Limited, from Toronto and east for Detroit, 10.05 p.m.

Nos. 1, 11, 15, 16, 18 and 20, Sundays included.

Wabash and Air Line

Eastbound—No. 352, mixed, local points to St. Thomas, 9.37 a.m.; No. 2, Wabash, 12.15 p.m.; way freight, 4.20 p.m.

Westbound—No. 3, express, 1.44 p.m.; No. 353, mixed, local points St. Thomas to Glencoe, 2.50 p.m.; way freight, 9.25 a.m.

Nos. 2 and 3, Sundays included.

Kingscourt Branch

Leave Glencoe for Alvinston, Petrolia, etc., connecting for Sarnia Tunnel and points west—No. 269, mixed, 7.35 a.m.; No. 365, passenger, 6.40 p.m.

Arrive at Glencoe—No. 272, passenger, 7.05 a.m.; No. 364, mixed, 5.55 p.m.

CANADIAN PACIFIC RAILWAY

Eastbound—No. 634, 12.25 p.m.; No. 672, Chatham mixed, 4.17 p.m.; No. 22, stops for Toronto passengers, 5.46 p.m.

Westbound—No. 635, for Windsor, 4.48 a.m.; No. 671, Chatham mixed, 9.20 a.m.; No. 633, 8.16 p.m.

Trains 22, 634, 633 and 635, Sundays included.

GLENCOE POST-OFFICE

Mails closed—G. T. R. East, 9.05 a.m.; G. T. R. West, 6.05 p.m.; London and East, 7.00 p.m.

Mails received—London and East, 8.00 a.m.; G. T. R. East, 7.00 p.m.; G. T. R. West, 9.45 a.m.

Street letter box collections made at 8.30 a.m. and 5.30 p.m.

Victory—bought but not paid for.

AUCTION SALES

On lot 11, con. 2, Mosa, on Friday, Oct. 17, at 12.30 sharp—1 brown horse 9 years old; 1 brown mare 3 years old, with foal by side; 1 bay stallion 6 years old; 1 grey horse 6 years old; 1 brown horse 2 years old; 1 bay mare 2 years old; 1 Jersey cow 8 years old; 2 red cows 6 years old; 1 roan cow 6 years old; 1 black cow 5 years old; 1 red cow 5 years old; 4 steers 1 year old; 1 heifer 1 year old; 2 heifer calves; 2 steer calves; 3 cows due to freshen this fall; 3 cows due to freshen in spring (dates given at time of sale); 1 sow and 9 pigs; 1 sow and 8 pigs; 28 shoats, weight from 75 to 120 lbs.; 1 McCormick disc drill, 11-disc, with fertilizer attachment, new; 1 spring-tooth cultivator, with seeder attachment; 1 Oliver two-horse corn cultivator, new; 1 Gale two-horse corn cultivator; 1 corn scuffer; 1 manure spreader, McCormick; 1 land roller, McCormick; 1 disc, Bissel; 1 set right iron harrows; 1 mower, Massey-Harris; 1 side-delivery rake, Massey-Harris; 1 hay loader, Massey-Harris; 1 hay tedder, Massey-Harris; 1 binder, Massey-Harris; 1 root pulper; 1 Woodstock wagon; 1 Jackson wagon, new; 2 demotors; 1 set of sleighs and log bunk; 1 set of trunk bunks; 1 fanning mill with bagger; 1 set scales, 2,000 lbs. cap.; 1 hay rack, new; 2 sugar beet jacks; 1 beet fork; 1 Perrin two-furrow riding plow; 1 Cockshutt two-furrow riding plow; 1 walking plow; 2 sets heavy harness; quantity potatoes; quantity of old oats, suitable for seed; quantity of new oats; quantity of corn in ear; quantity of corn stalks; 100 sap buckets; 1 sap pan; household furniture; whiffletrees, neckyokes, chains, forks, shovels, and other articles; Ford car, with reserve bid; Norman Hurdle, proprietor; McTaggart & McIntyre, auctioneers.

On lot 12, con. 2, Dunwich, 4 miles north Dutton, on Saturday, Oct. 18: Percheron mare, 3 years, 1,400 lbs.; Clyde mare, 3 years, 1,200 lbs.; Clyde colt, 4 years, 1,200 lbs.; 2 Clyde mares, 2 years, 1,200 lbs.; saddle filly, 2 years; cow, 3 years, due time of sale; cow, 6 years, calve in March; cow, 4 years, calve in March; cow, 8 years, calve in March; cow, 3 years, calve by side; cow, 2 years, in calf; heifer, 6 months; bull calf, 6 months; 5 yearling heifers; 16 two-year-old steers; 5 year-old steers; 16 breeding cows; cow and 7 pigs; shoats; 125 pigs; dog; 250 bus. oats; 200 bus. wheat; 200 shocks corn; cabinet photograph, fumed oak; divanette, fumed oak; cook stove; china cabinet, quarter cut oak; solid oak sideboard; 3 small tables; 3 dining chairs; 5 rockers; kitchen cabinet; arm chair; cupboard; dresser and commode; 2 iron beds and brass bed, springs and mattresses; Jewel coal heater; Detroit vapor oil stove with oven; Deering binder, 7-ft.; bobbleheads; Massey-Harris mower, 6-ft.; cart; manure spreader, Clover Leaf; buggy; 2 walking plows; disc for tractor; riding plow, Massey-Harris; straight-tooth harrows; cultivator; Duckfoot harrows; light wagon; Adams wagon, new; hog feeder, new; 2 farm wagons and racks; scales, 1,200 lbs.; horse and sheep clipper; churn; telephone; Melotte separator, 650 lbs.; Maxwell touring auto; Harold Coates, proprietor; D. Black, auctioneer.

Wedding invitations printed in the latest style and with neatness and despatch at The Transcript office.

The most obstinate corns and warts fail to resist Halloway's Corn Cure. Try it.

HER CASE SEEMED HOPELESS

But "Fruit-a-lives" Brought Health and Strength

29 St. Rose St., MONTREAL.

"I am writing you to tell you that I owe my life to 'Fruit-a-lives'. This medicine relieved me when I had given up hope of ever being well.

I was a terrible sufferer from *Dyspepsia*—had suffered for years; and nothing I took did me any good. I read about 'Fruit-a-lives' and tried them. After taking a few boxes, of this wonderful medicine made from fruit juices, I am now entirely well!"

MADAME ROSINA FOISIZ.

50c. a box, 6 for \$2.50, trial size 25c.

At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

graph, fumed oak; divanette, fumed oak; cook stove; china cabinet, quarter cut oak; solid oak sideboard; 3 small tables; 3 dining chairs; 5 rockers; kitchen cabinet; arm chair; cupboard; dresser and commode; 2 iron beds and brass bed, springs and mattresses; Jewel coal heater; Detroit vapor oil stove with oven; Deering binder, 7-ft.; bobbleheads; Massey-Harris mower, 6-ft.; cart; manure spreader, Clover Leaf; buggy; 2 walking plows; disc for tractor; riding plow, Massey-Harris; straight-tooth harrows; cultivator; Duckfoot harrows; light wagon; Adams wagon, new; hog feeder, new; 2 farm wagons and racks; scales, 1,200 lbs.; horse and sheep clipper; churn; telephone; Melotte separator, 650 lbs.; Maxwell touring auto; Harold Coates, proprietor; D. Black, auctioneer.

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SEAMEN'S SONGS.

Old Time "Chantry" Is Becoming Extinct.

The introduction of steam and electricity has affected the literature of everyday life in many ways, but perhaps most noticeably in the passing of the songs of the sailors. The sea Chantry—which, by the way, the sailors spell and pronounce Shanty—was intended to encourage the men as they pulled and hauled or hoisted the loads aboard ship. With the substitution of steam and electricity, the song of the seamen has been replaced by the less musical and far more uninteresting scream of the mechanical agency. Sometimes as one goes along the water front, that most attractive of places, one hears the "Heave Ho, Heave" from men who all their lives have worked with their hands and have lightened the loads with a song. Sometimes, too, from ships whose crews are foreigners one hears a song and chorus, but the new generation know not the many songs of their ancestors of the sea. This makes doubly interesting the little collection of songs—Sea Chanties—that have been collected and published last these interesting relics of a by-gone age. The word Shanty is in all probability derived from the verb Chant and tells its own story. In the days of sails Shantymen was a recognized factor and was worth his wages, as he could, through the magic of his music, subdue the worst growler and lessen the burden of the most heart-breaking load. According to Mr. King, of St. John, N.B., who has collected the Chanties, the songs were not used indiscriminately, but each kind of work aboard ship had its own song. There are many persons in St. John who can recall the swing of the song, "Haul the Bowline, Kitty is My Darling," as the sails of the ships were tightened or some such bit of work was done; and again and again some thirty years ago was the song found in the collection:

I wish I was in Mobile Bay,
Way-hay blow a man down,
Abandoning cotton night and day,
This is the way to blow a man down.

heard as the men worked away along the waterfront. Another equally familiar song was

Poor old man, your horse will die,
And we may say, as we hear him so,
Poor old man, your horse will die,
Po-o-o-o-o-o-old ma-a-a-n.

but this was sung not to lighten the work, but to remind the captain that wages due were still unpaid, and the doleful refrain was repeated until the men were satisfied and all accounts squared. Then, too, was the song that has often been heard while the men worked away at the pumps. This song has become familiar and has been heard on college campuses and about the camp fire, its melody being its great attraction. It is an old Chantry and will not be as readily forgotten as many others:

Oh, the times are hard and the wages low,
Leave her, Johnnie, leave her,
And there's ten feet of water in the hold below,
And it's time for us to leave her.

Oh, the beef's all black and the pork's turned green,
Leave her, Johnnie, leave her,
And the fresh grub for Sunday has never yet been seen,
And it's time for us to leave her.

Or, we've been pumping for a very long while,
Leave her, Johnnie, leave her,
And there's no drink left but Castor oil,
And it's time for us to leave her.

The Chantry has been claimed to be almost entirely of American origin. This is true of those quoted, but the Chantry is universal, and is heard on the Seven Seas. Those sung by the French and the Italian sailors and by the Portuguese are remnants of set ballads, and are wonderfully attractive. One has but to frequent the wharves and sooner or later a burst of song will show that the Chantry is not yet passed into oblivion and that the sailor man is keeping alive the traditions of the sea; more, although he may not realize the importance of the song he sings as a contribution to the literature of his day and generation.

The Best and the Worst.

The ninth German war loan was offered recently and throughout a week which was distinguished by these "market pointers": Former loans, \$22,000,000,000; total war debts over \$40,000,000,000; paper money, including pawnbroker issues, \$5,250,000,000; a 30-point fall in Berlin stocks—60 points in Roumanian oil securities, which are spoils of war capitalized and subject to restitution; Germany loaded with the worthless paper of her allies; her exchange in neutral countries 46 per cent. below par; Austria-Hungary bankrupt and asking a conference; invaded Bulgaria suing for terms; a Turkish Sedan in Palestine; Balkan disaster; defeat in France at half a dozen points at once; 40,000 prisoners taken in three days; America in the field, swiftly growing in power. Germany offers next to the worst security in the world.

Prosac Ending to Honeymoon.

Having cleared the blockade of confetti-throwing friends, a Windsor bride and groom gained just about two miles on their honeymoon tour when halted by the discovery that their registration papers were missing. The documents were located after the sheepish return.

The Cynical Camel.

The camel does not camouflage, No powders, paints, enamels, Could hide contempt such as he feels For all his fellow camels.

—Tennyson J. Daff.

REPAIR FARM BUILDINGS

How and When to Paint Them Efficiently.

In the Fall the Buildings, Like Machinery, Should Be as Thoroughly Overhauled as Labor Conditions Permit—Broken Windows Should Be Repaired, Dust and Cobwebs Cleaned Away and the Premises Brightened by Cleaning and Whitewash.

(Contributed by Ontario Department of Agriculture, Toronto.)

EVERY farmer should care for his farm buildings in such a way as to maintain them in good serviceable condition and so conserve his resources generally. On most farms there are many details in themselves of minor importance, but in the aggregate of tremendous influence. Carelessness of the exterior of buildings is an indication, generally, of the conditions existing in their interior. Slowly surroundings and general run-down conditions are the hall-marks of ineptitude and mismanagement.

The farmer may not be able to change the location of his farm, but to a great extent he can control its appearance and general conditions by seeing that the roofs are in good repair and weather tight, the fences in place, gates in order and painted, on hinges, not sagging or dragging on the ground, the latches and hinges of all doors and gates greased and operating freely; no broken lights in the window shades of the various buildings; the stable fixtures in order, the stanchions and partitions in place, and the mangers and floor in good repair, giving to the whole place the impression that it receives prudent care and regular attention.

Investigations have disclosed the fact that concrete is an ideal material for repairing and making in the hands of a resourceful person on the farm. Publications issued by cement manufacturers as to tools and materials used, aggregates, proportioning the mixture, how to mix, how to plan forms, reinforcement, etc., may be obtained for the asking.

Doors.—The ordinary stable door construction of two thicknesses of matched lumber is not satisfactory, because the effect of the warm moist air of the stable on the inside ply of lumber causes it to swell, while the outer lumber, being less affected, causes the door to spring out top and bottom. A paneled door is less affected because the expansion and contraction resulting from atmospheric conditions is taken up by the panels.

To hang a door hold it up against the jambs and mark round with a pencil. Then cut down to these lines. Make it 1/4 narrower and 3/4 shorter. The hinges should be placed about six inches from the top and the lower one ten inches from the floor. The thickness of the casing should be taken from the total width of the hinge, the balance, divided by two, gives the distance the hinge is to set back from the face side of the door. In all cases the hinge should be wide enough to reach across two-thirds of the thickness of the door. Heavy doors should have three hinges. The mortise for the hinge of the door should bevel slightly toward the front, so that the hinge will not strike the jamb.

Setting locks for the door.—Rim locks are those that are simply screwed on to the face of the door. Mortise locks are those set into a mortise in the door itself. The rim lock is held in position and marked for keyhole, knob-bar hole, and screw holes. The first two are cut and the last are bored and the lock screwed into place. The escutcheon and knob plates are put on, and the keeper is then put on to the jamb.

The mortise lock is set into the mortise cut in the door just wide and deep enough to admit it, the face plate of the lock being set flush with the face of the edge of the door. Mark for the knob-bar and keyhole holes. Set the lock and fasten in; the knob plates and escutcheon set, and knobs adjusted. The keeper is then mortised into its proper place, flush with the edge of the jamb.

Roofs.—See that the roof is tight. Remember that there are shingles and shingles. The old standard size 18 inches long—five butts together to equal 2 1/4 inches—are superior in several ways to the present method of cutting them to 16 inches long, six butts to two inches. Much depends on the way the shingle is manufactured. A roughly cut shingle will not give good service because of its tendency to draw the water up under the weather line by capillary attraction, and the "fuss" harbors dust, making good hold for moss to start growing. The edging should be smooth and carefully done so that the butts are slightly narrower than the points so as to allow any debris to pass through the joints and not accumulate and start a rot.

Cattle Ties and Mangers.

The comfort of the cattle is of great importance as it affects the milk production and their feeding qualities. Whatever type of manger is used simplicity of construction, convenience of feeding and cleaning should be considered.

The swivel of the chain cow-tie should be examined to see if it works freely. In any case apply a little grease to it. Any weak or broken links may be neatly and effectually secured by using a slit-link or a wire link made out of two or three turns of fence wire through the links, allowing the ends long enough to be crossed and wound round the strands in opposite direction after the manner of the lineman's splice. The stanchions, links and swivels should be attended to in similar way.

—Prof. John Evans, O. A. College, Guelph.

To the Voter

TO establish that the 2.51% beer to be voted on—the "Beer of the Ballot"—is not intoxicating, The Ontario Brewers' Association deposited \$5,000 with the Canada Permanent Trust Company on September 16th.

On September 19th, The Ontario Brewers' Association formally challenged the Referendum Committee through the Press to deposit an equal amount with the same Trust Company to support their contention that this beer is intoxicating.

That challenge has never been accepted—clear admittance by the Referendum Committee they do not consider that they have a case. It is too late now to make the tests and render a decision before the day of voting—October 20th—but the failure of the Referendum Committee to answer our challenge, will not be overlooked by the man or woman who votes on facts and evidence, and not on sentiment or false statements.

We again assert that 2.51% beer—"The Beer of the Ballot"—is not intoxicating. Tests have only recently been made which prove this conclusively—we will mail a copy of the test to anyone sufficiently interested to write for it.

Moreover, while the "Beer of the Ballot" has an alcoholic strength of but 2.51%, official tests made by the laboratory of the Inland Revenue Department—published in Bulletin 196—showed that the beers on general sale before The Ontario Temperance Act and Prohibition were enacted, had an alcoholic content ranging as high as 7.33% by weight measure—practically three times as strong as the beer to be voted on October 20th. Even such American beers as were sold in Canada and always spoken of as "very light, non-intoxicating beers," were over fifty per cent. stronger than the "Beer of the Ballot."

The "Beer of the Ballot" is a mildly stimulating, healthful and refreshing beverage, brewed from a high grade of malt and hops—containing only sufficient alcohol to make it digestible and nourishing.

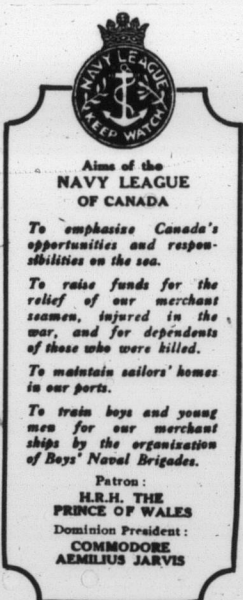
Ontario Brewers' Association

Look to the Future

Begin with the Boys

THE glorious victories of Drake and Nelson were destined to be the foundation of our Empire and the guarantee of the freedom of the seas, which makes possible the vast international trade of Britain and her Dominions.

And yet when Drake and Nelson chose the sea as their life-work, who was there to know what would be the overwhelming consequences of their decision?



Today, if you have any question in your mind as to whether you should support the work of the Boys' Naval Brigades, study the matter with an eye to the future. Get clearly in mind the tremendous importance of Canadian products reaching foreign markets, which can only be assured by the building of a great Canadian Mercantile Fleet, manned with Canadian Seamen!

We may build ships by the thousand, but if we cannot man them ourselves our position is still economically unsound. If we do not train Canadian lads to man our merchant fleet, we shall be left behind in the race for export markets—we shall have missed the greatest opportunity for trade expansion in all history!

What will YOU do to help some Canadian boy who is anxious to learn seamanship, and so be of the greatest service to his country?

Let your contribution to the fund be a worthy answer. Help them by giving!

"Thank God I have done my duty!"

NELSON DAY CAMPAIGN

for \$500,000 October 21-22-23

"Canadians Must Sail the Seas"

Campaign Committee for the Province of Ontario
Chairman: SIR JOHN C. EATON Vice-Chairman: A. M. HOBBERLIN
Honorary Treasurer: SIR EDMUND WALKER Assistant Treasurer: N. L. MARTIN
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