

SHREWD BUYERS

are taking advantage of first chance at Spring
and Summer Goods.

Purchasing well ahead gives this store advantages of

Early Delivery---
Choice of Goods---
Lower Prices---

Our stock of Wash Fabrics shows great variety of choicest materials
splendid colorines, guaranteed dyes.

We are selling today many lines at less than today's mill prices, simply
because we bought early before recent sharp advances.

Thrifty People Buy Spring Goods Now
and have all sewing done before spring housework starts.

The Help Problem

can be largely overcome by foresight, doing everything in advance
that can be done.

Make closest comparison of values and you will find this store's prices
most favorable, quality considered.

Heavy Stocks

of Cottons, Sheetings, Longcloths, Lawns, Shirtings, Drills, Ducks,
Flannelettes, Table Linens, Towellings, Napkins.

In Wash Fabrics—

Desirable Dress Gingham, Zephyrs, Chambrays, Dimities, Galateas,
Ducks, Best Prints, Nurses' Cloth—15c to 30c per yard.

Reliable Long Rubber Boots

Best quality guaranteed. Boots, \$3.50 to \$5.50.

Lots of Rubbers for all makes of shoes.
Clearing of Overshoes and Felt Shoes.

J. N. CURRIE & CO.

The Transcript

Published every Thursday morning from THE
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Ontario. Subscription—in advance in Can-
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able in advance.

Advertisements.—The Transcript has a large and
constantly growing circulation. A limited
amount of advertising will be accepted, at
moderate rates. Prices on application.
Job Printing.—The Jobbing Department has
superior equipment for turning out promptly
books, pamphlets, circulars, posters, blank
forms, programmes, cards, envelopes, office
and wedding stationery, etc.
Address all communications and make remitt-
ances payable to A. E. SUTHERLAND.

THURSDAY, FEBRUARY 14, 1918

The Food Controller Says:

Every pound added to the nour-
ishing things to eat—animal or
vegetable—will count in this mo-
mentous year of 1918. No one
should shirk taking up work on a
small plot through too modest an
idea of its value. Food control
has to begin on the small scale.
It will be chiefly effective through
its thoroughness in the small but
innumerable households in the
land. So, if any more foods can
be grown on the home plot, no
matter how small, there will be a
saving in exportable food and to
that extent an increased amount
of food will be released for ship-
ment to the allies. Every new
bushel of vegetables next spring
and summer will release its equiv-
alent in wheat. It is the drops of
water in the ocean that go to
make up the mighty tide of the
Bay of Fundy. The essence of
more production does not mean
simply more acres put to wheat,
but more eatable things from
each man's labor. A small area
well looked after is often more
profitable in an unfavorable season
than a large area. An Eng-
lish farm is often measured
downwards, i. e. by the depth of
its productive soil, rather than
valued for its sheer acreage.

Of the need for all exportable
Canadian food products no one
should longer be in doubt. The
first of a series of fortnightly
cablegrams from France to the
food controller states with a
plainness that would be pitiful if
it were not so noble, how badly
off the French civilians are. "The
supply of breadstuffs is causing
grave anxiety. Imports are very
short. Our bread car machinery
has been completed but present
lack of cereals will not permit of
its application" it says. What
does that mean? Simply that
France is so short of bread that it
cannot risk even a re-adjustment
of what must be literally a hand-
to-mouth system, lest some should
starve. Yet France fights on glor-
iously! Surely a common pride

in an ally fighting the bravest
fight of all the ages should be
enough to make anyone deter-
mine that in as far as in him lies
he will aid such a noble race.
The cablegram adds that sugar,
farinaceous foods other than
wheat, butter and meats are all
dreadfully short and that oils and
fats are practically unobtainable.
As the only one of the British
Dominions practically accessible
to cargo carriers, it is mani-
festly "up to Canada" to strain
every nerve to increase the ex-
portable quantities of those com-
modities so much needed overseas.

The Cheerful Optimist.

A man who claimed to be an old-
time bushman applied to the Belle-
ville fuel controller recently for a
supply of coal. When told that
there was no immediate prospect
of his getting any he smiled, and
said that winter would soon be
over anyway, that February 20
would see the last of this winter,
and that spring would be on the
job immediately afterwards and
go the limit on the "fair and
warmer stunt." It is just such
optimistic chaps we like to meet,
and he may be a bushman or he
may be a liar, but until February
20 his prediction goes with us.
Should it fail then we will look for
another cheerful optimist and ask
for another prescription in the pre-
diction line.

Motors Have Right of Way.

A horse-drawn vehicle must turn
to the right of the beaten path or
roadway and permit a motor car
coming from behind to pass.
Failure to do this makes the driver
of the former vehicle guilty of neg-
ligence, in the opinion of a jury
composed largely of farmers at
Woodstock. This verdict was
reached after a trial lasting three
days. Mrs. Florence Reid, Che-
mung, filed suit against Lant Ste-
vens, Harvard, demanding \$5,000
damages for personal injuries re-
ceived in a runaway, caused, as
she averred, when Stevens drove
his car into her buggy when she
ignored his repeated signals to turn
out and give part of the road. As
Stevens drove past the buggy, the
car collided with the wheels of
the former vehicle, the crash
frightening the horse, which ran
away, throwing the occupants of
the buggy out. Mrs. Reid re-
ceived injuries which she claims
are permanent. After a hard
fought trial, the jury decided in
favor of the defendant, claiming
that the plaintiff was negligent in
not surrendering one-half of the

road. The decision establishes an
important precedent and one that
will be of interest to every driver
whether of a motor car or horse-
drawn vehicle.—Municipal World.

Ministers' Pay.

I attended recently a rural
church where \$15,000 worth of
motor cars were parked about the
building, indicating the financial
capabilities of those farmers, but
not a dollar more for the preacher
or church—the same old salary,
same old horse, same old clothes.
And not alone in our rural sections,
but the towns and cities are nearly
as bad. There is no salary of three
years ago that should not be in-
creased forty per cent. to meet the
conditions; but I venture to say
that if from our abundance the laity
would add 20 per cent. increase to
the present salaries the Church
would be better for it, and we
would find, in the reflected appre-
ciation of the pulpit, that it was
indeed more blessed to give.

There are pastors giving un-
grudgingly of themselves to the
work who are using up the meagre
savings of the past; others who
are in debt to friends and relatives
who are helping them over these
dry places; many others who do
not enjoy the comforts of table
wardrobe, now common to every
farmer, clerk and mechanic; there
are parsonage wives who teach in
Sunday school, look after various
women's organizations, help the
musical part of the work, visit and
comfort the sick and distressed,
and then sit up late hours making
over garments, so they may be
presentable at least amongst their
congregation. These things ought
not to be.—T. F. Harrison in
Christian Guardian.

Metcalfe Council.

Meeting of Metcalfe council held
at town hall, Napier, on Monday,
Feb. 4th. Members all present
but W. Hawken. Minutes read,
approved and signed.

A number of orders for shovel-
ing snow were paid. The audit-
or's report was received and adop-
ted. The engineer's report on the
Davis drain was adopted by the
council, and a court of revision will
be held on it at council meeting in
April.

Council adjourned to Monday,
March 4th, at 10 a. m.
Harry Thompson, Clerk.

The Transcript is agent for the Ap-
pleford Counter Check Book Company.
Why not give us your next order for
check books? No matter what style
of check book you are using, we can
duplicate it at the same price. Give
the local man the preference.

INDIANS IN THE WAR.

Were Anxious to "Do Their Bit"
Against Germany.

While the two white races in Can-
ada, French, and English, are in-
dulging in the bitterest kind of argu-
ment as to what ought to be the at-
titude of Canada in helping to win
the world war against Germany, it
is pleasing to observe the unanimity
with which the old-time Indian
allies respectively of France and
England have each responded to the
call, says a writer in the Outlook.
Centuries ago the great struggle for
the possession of the North Ameri-
can continent was waged between
the English and Iroquois Indians on
the one side and the French and Al-
gonquins on the other side. Now
Algonquins and Iroquois are fighting
side by side in the same Indian units
in France against a common enemy.

At the present time it is estimat-
ed that fully five thousand North
American Indians are fighting in
Canadian battalions in France. When
the great war began a few Indians
enlisted in the battalions which com-
prised the first contingent, but did so
entirely on their own initiative and
without any encouragement from
the Canadian war office. Then came
the order that 10 Indians were to be
recruited for the Canadian army.

Hurt, but undaunted, the Indians
voted money from their tribal funds
to the British Red Cross societies, they bought and pre-
sented machine guns, and they per-
sonally subscribed to patriotic funds
from the modest revenues of their
farms, or their returns from fishing,
hunting, or trapping.

Petitions and deputations were,
however, sent to Ottawa by the
chiefs and their councils, and finally,
when county battalions were author-
ized throughout Canada, permission
was granted to organize Indian units
as base companies. When these
local battalions finally embarked for
overseas the Indians were there
along with the white companies.

To the One Hundred and Thirty-
fifth Middlesex battalion, organized
at London, Ontario, fell the honor of
landing the first Indian unit in
France. The Middlesex Indians
reached the trenches about January,
1917, and they have proved them-
selves as valiant fighters as the white
Canadians, and that is saying a great
deal. Other Indian units soon fol-
lowed them, until now the majority
of the Canadian Indians enlisted are
on the French soil. There are few
left at home.

Never a day passes but along with
the French and English names in the
casualty lists appears a fair propor-
tion of Indian names, and many
others that are easily recognized as
the Anglicized forms of names that
were originally Indian. No casualty
list is issued at Ottawa that does not
carry both heartache and pride into
many Indian communities.

The Phantom Moose.

A New York man who with sev-
eral companions has been hunting
deer in Maine, reports that he saw a
very large white moose on the slope
of the mountain. A white moose is a
rarity, this one reported by the
New York sportsman being the first
seen or heard of since the days of
the long-celebrated phantom moose
of Lobster Lake, which remarkable
monster flourished about 1897-1902.
So much was said and written about
the Lobster Lake white moose that
hunters came from distant places to
try a shot at him, but no man ever
succeeded in laying him low, nor
even in wounding him enough to af-
fect his great speed. The animal's
faculty of vanishing like mist, as
much as his bleached coat, gained
for him the title of The Phantom
Moose. His range was from the St.
John headwaters to Moosehead Lake,
and his comings and goings were
hard to follow. French Canucks and
Indians were terrified at rumors of
the beast's appearance near camp, for
they considered him the embodiment
of an evil spirit and this caused much
annoyance to lumbermen, many a
good cook or swamper having quit a
camp when the Phantom Moose was
reported to be in the vicinity.

Some writers affected to believe
the Lobster Lake spectre was a mere
invention—that the stories had their
origin in the fact that a camp cook,
an ex-Indian French Canadian, was
frightened half out of his wits one
dark night by the sudden appearance
of an old gray horse, which he took
to be a mountainous moose. But the
late John Ross, more famous of all
Penobscot River lumbermen, saw the
phantom, as did many of his crew at
Lobster Lake, and they used to say
that his horns would be worth a for-
tune. His weight was estimated at
1,500 pounds.

Noted Artist With Our Troops.

Mr. Augustus Johns, who has as-
sociated himself with the Canadian
Expeditionary Force in order to make
a number of paintings, is one of the
very foremost artists of our day.
There can be no doubt that his can-
vases will excite the utmost interest.
His works always attract quick
notice at the Royal Academy. His
portrait of Mr. Lloyd George was
perhaps the most talked of picture
of its year. In some respects he re-
minds one of Sargent inasmuch as
he goes right away from the conven-
tional. Sargent has always loved to
pick out characteristics, whether
they were complimentary or not. Mr.
Augustus Johns in his portrait of the
Prime Minister produced a picture
which was amazing in its intimacy.
He seemed to have no doubt of his
subject at a time when so far as
dress was concerned he was most
negligent, and he had caught him too
with hair ruffled as with the fatigue
of the day. The countenance
seemed moreover at first to be an im-
pressionist view, but it was arrest-
ing, and the more one looked at it
the more one felt with what intense
determination to bring out the mind
of the man and to record extrinsic
considerations the artist had labored.

The constant danger of earth-
quakes stands in the way of the de-
velopment of the waterfalls of Japan.

THE STUBBORN MOTOR CAR

A Drama in 3 acts, to be presented by
Walkers Dramatic Club in

GLENCOE OPERA HOUSE

— ON —

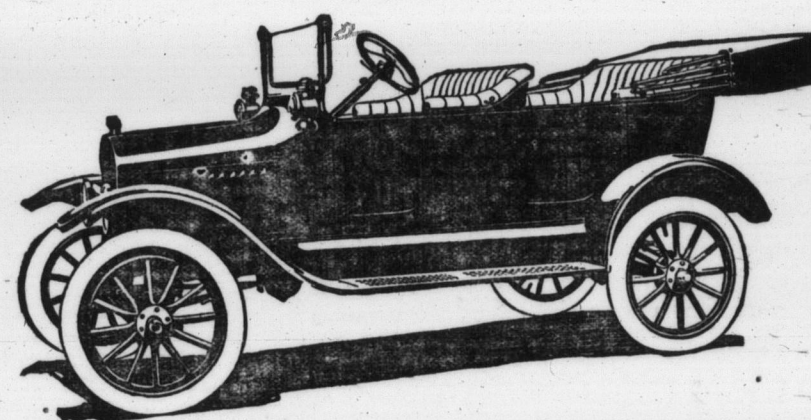
SATURDAY, FEB. 16

A high-class program is being
prepared.

Admission - 25c and 35c

Plan at Johnston's Drug Store

PROCEEDS FOR RED CROSS

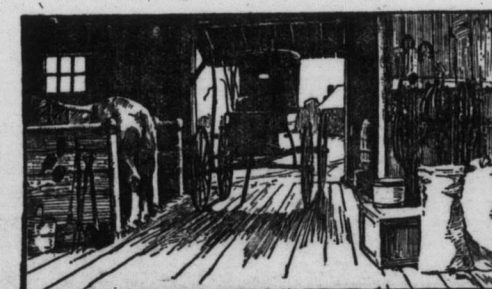


A Ford Car Takes the Place of all These Things

WHEN you own a Ford you can do away with many articles
that are a source of continuous expense to the man who still
drives a horse. For instance, not only your driving-horse
and buggy, but the single harness, blankets, whips, currycombs,
brushes, horse-shoes, pitch-forks, feed-bins, etc.

In their place you have a speedy, dependable, dignified, roomy
Ford Car—complete in itself. It is vastly superior to the narrow,
cramped buggy that travels so slowly. And when a Ford is standing
idle it does not eat three meals a day, and it requires no "standing
after."

A Ford will save you time, trouble, and money. It is the utility
car for the busy farmer and his family.



Ford
THE UNIVERSAL CAR

Touring - - \$495
Runabout - - \$475
Coupe - - \$770
Sedan - - \$970

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