

WHEN YOU BUY

Do So to the Best Advantage. Look For the Store That Gives
HONEST AND GREATER VALUE FOR LESS MONEY

We believe that the search will end at this store. We know we can satisfy you. We hope for your patronage. We pledge ourselves to spare no pains to please you. We desire above all things to gain and retain your confidence and esteem.

"Always at Your Service" is our Motto

It affords us great pleasure to have you come in the store at any time. Remember, whether you make a purchase or not, you are always welcome here.

Working Men's Outfits Heavily Stocked Months Ago

OVERALLS—Made from best heavy materials and cut to fit properly. Absolutely fast dye. \$1.75, 2.00, 2.25, 2.50.

SMOCKS—Made in regular coat fitting way. Heavy standard weight. Fast dye. \$1.75 to 2.50.

MEN'S HEAVY SERVICEABLE WORK SHIRTS—Black and white stripe, plain blue or khaki. Roomy and comfortable. 90c, \$1.00, 1.25 and 1.50.

WEARING SOX—Penman's and other makes. Serviceable and seamless; mixed colors. Priced below today's mill price because we had stocks bought well ahead. 15c, 25c, 35c, 50c.

ZIMMERKNEIT BALBRIGGAN UNDERWEAR—Best standard quality. 75c each piece or \$1.50 for combination suit.

A Clean-up
Broken lot of *Oversalls, Shirts, Underwear and Sox*, some slightly soiled, at quick clearing prices.

A Clearing of White Canvas Shoes and Oxfords
Some lines exactly half price.

Clearing out balance of Middies at way below cost of manufacture
It will pay well for people with cash to buy for next season at such slaughter prices.

J. N. CURRIE & CO.

Large stocks of House Dresses

Nicely made and trimmed. 95c, \$1.25, 1.50, 1.75 and 2.00.

Large Bungalow Aprons

Best guaranteed prints. Fast colors. 35c, 50c and 60c.

Good Size Aprons

Best guaranteed prints. Fast colors. 35c, 50c and 60c.

Now is the time to buy Fall and Winter Heavy Shoes and have them properly seasoned before the wet, muddy weather.

Men's, Women's, Boys' and Girls' Heavy Shoes—Cotes, McCready and other best makes—at a saving of price now. Make closest comparison and our values will gain sales every time.

Busy Farmers can shop to advantage at this store
Make your phone pay by calling No. 17 for quick and accurate service. Postage prepaid to your door.

For Soldiers' Comforts
We are prepared to meet prices, no matter from what source, in Kingcot Flannellets, Military and Grey Flannels and Homespun Yarns. Bridg samples here for closest comparison. Buying heavily and carrying stocks while prices are advancing gives us a decided advantage over the merchant buying as required at advance prices.

FIGHTING KING FROST

BOW THE LAKE FLEET MADE ITS LAST TRIP.

The Most Powerful Fleet of Ice-breakers Ever Gathered in This Country Helped the Vessels Containing Grain and Ore to Reach Lake Erie in Safety When Winter Arrived Prematurely.

WHEN marine historians set about chronicling the close of navigation on the Great Lakes for 1917 there will be no controversy regarding its position among similar events during the last 20 years, at least. Every man who was aboard the 100 or more vessels in commission when winter settled down almost over night, and in a few hours forged ice barriers that threatened to tie up every boat on the lakes, freely acknowledges that it was the most strenuous finish within his memory. Whether a novice rounding out his first season afloat, or a grizzled master accustomed for a score or more of years to battling with the elements at their worst, there was a striking unanimity of opinion regarding the summary manner in which the weatherman dealt with the crews and the vessels putting forth their best efforts to bring down every possible ton of ore and bushel of grain from the head of the lakes, and to transport coal to the northland that the threatened suffering might be averted.

How the ice king stretched forth his hand and in an incredibly short period coated the harbors of the upper and lower lakes, and filled St. Mary's and St. Clair and the Detroit rivers with ice in such quantities as would ordinarily have been considered insurmountable, and how in turn he was cheated out of his anticipated prey and his efforts brought to naught by a small army of indomitable men who marshaled ingenuity and force on a scale never before attempted, provides one of the most interesting narratives in the annals of the Great Lakes, one chapter of which was written when an army of 23 vessels, carrying cargoes worth many millions, tied up abreast in the river off Detroit one afternoon after having battled for hours with the ice in Lake St. Clair, and getting through only with the assistance of the powerful ice-crushers that had been sent to aid them.

For many years the passing of the last boat down the Detroit river in the early winter has been an event of great importance in marine circles and to the public generally. There was more than a suggestion of romance and daring associated with the vessel and crew who had braved the elements in adding another trip to the season's record, something inspiring about the sight of the steamer as it plowed its way silently downstream, its upperworks and much of its hull beneath an icy coating, and faded away into the haze as eerily as it had come.

But the last boat down this year was stripped of much of the accustomed glamour by those who had gone before, fighting foot by foot, battling with snow and ice in zero weather, picking their way warily through the tortuous channels from the foot of the lake that in past years had been so much in evidence this year. The damage, resulting from this cause was comparatively slight, but in purely spectacular effects 1917 had few, if any, equals.

It is doubtful if there ever was seen such a strange flotilla as limped into the Detroit river on that memorable afternoon when, following in the wake of the steamer Britannia, of the Detroit & Windsor Ferry Co., 29 of the biggest freighters on the inland seas, which had been imprisoned in the ice in Lake St. Clair, rounded the foot of Belle Isle and came to anchor abreast of each other along the Detroit waterfront.

Not a vessel in the fleet but bore ample evidence of the battle it had waged coming down the lakes. Decks were deep with ice formed when the water swept over them. Pilot houses and cabins were an icy shroud formed by flying spray, and great icicles, often several feet in length, clung to the steel hulls, giving effects such as are popularly associated only with polar expeditions.

However, that was only part of the story—the least important. Behind the icy sheathing that gave the vessels a ghost-like appearance there was hidden a narrative of daring such as only the exigencies of war and the crying need for the supplies being transported could produce. As related by the men aboard the argosy, in the matter-of-fact manner of those accustomed to doing rather than recounting their exploits, the adventure was shorn of much of its picturesqueness. But by piecing together the fragments some interesting glimpses were obtained of the incidents marking that memorable cruise.

It is all very well in midsummer to roll back in a hammock and with half-closed eyes live over again the never-to-be-forgotten delights of a trip taken on one of the splendid boats that traverse these waterways. If you were ever fortunate enough to make the cruise aboard a modern freighter your sum total of the joy of living was appreciably increased.

But coming down the lakes in a howling December blizzard, with the wind sweeping the ice-coated decks

with such force as to imperil the life of anyone who ventured to travel the length of the vessel even with the assistance of the heavy cable that is stretched from end to end, with the snow blowing in such clouds as to make it impossible to see more than a ship's length, is a vastly different proposition than sitting under an awning whiling the hours lazily away, waving an occasional greeting to a passing freighter, and waiting for the ever-welcome summons from the commissary department. The man who could distort such a journey into a picnic certainly would possess queer ideas on what constitutes up-to-date living.

From Duluth and Fort William and the other ports on Superior to the end of the trip down on Lake Erie the final cruise for every vessel engaged in keeping navigation open to the last moment was a memorable event.

Ordinarily marine insurance on the Great Lakes is limited to November 30, although there is usually a voluntary extension of four or five days beyond that date to accommodate the final rush. This year the expiration date was moved ahead to December 12, with the further privilege of going on as late as the twenty-second. This was largely a war measure, put into effect by the companies interested because of the vast quantities of coal and ore and grain to be moved, the railroad congestion, and the desire to lend the Government all possible aid.

As a result the early part of December found scores of boats still in commission that ordinarily would have been laid up long before that date, with every prospect that they could continue uninterruptedly for some time.

Then came the quickest shutdown in twenty years, according to veteran marine men. St. Mary's river was clogged, floating ice drifted into the St. Clair river at Port Huron with a temperature below zero to aid in forming a barrier. Lake St. Clair, which up to that time had been an open sheet of water, became a sea of loose ice that speedily piled high and congealed into masses at some points several feet in depth.

With the channel kept open between Detroit and Windsor by the passenger and car ferries, the loose ice continued down stream, piled up in the vicinity of the Livingstone channel and Amherstburg, and put an effectual stop to navigation either up or down bound in that vicinity, except as a channel might be broken through by powerful tugs and carferries acting as pathfinders.

As a result, almost over night 100 or more vessels, valued at many millions, and carrying cargoes in many instances representing more than a half million dollars each, were confronted by the prospect of tying up far from their intended destination, and even spending the winter in mid-lake, hemmed in by an unbreakable barrier of ice.

It was a time for strenuous action, and the men who were accustomed to doing things on a big scale rose to the occasion with a promptness that turned seeming disaster into victory after one of the most thrilling fights ever waged on the lakes.

God Trunk and Pere Marquette car ferries, powerful ice-breaking steamers of the Detroit & Windsor fleet, tugs of the Great Lakes Towing company and others were brought into play, but it took their combined efforts and many hours of unremitting battering at the ice jam before the boats held fast at the head of Lake Erie and in the lower river were enabled to move.

Bucking ice is not the sort of pastime a normal person would select as his favorite form of pleasure. Time and again it seemed that the giant ferries must give up the unequal struggle, while the staunch tugs puffed and snorted and shoved their noses into the mass for a few yards again, only to find that further headway was impossible for a bit, while the channel, they had made promptly filled up almost before the vessels that followed could reach the open water.

Yard by yard, rod by rod, mile by mile, the most powerful fleet of ice-breakers ever assembled for such a task kept at work, and always behind it came the heavily-laden freighters, doing their bit as best they could, moving almost imperceptibly, it seemed to the watchers on shore, but ever gaining a little.

It required long hours that proved dreary in spite of the attendant thrills before the first of the ice-breakers succeeded in cutting a channel down past Bois Blanc and out into the open waters of Lake Erie.

Eventually all the ships reached port, and when the coal stove league holds its sessions in the marine headquarters around the lakes this winter there will be a fresh crop of stories regarding the most spectacular cruise of two decades. And it is a safe gamble that with all the thrills with which these narratives may be embellished the half will not have been told.—Detroit Free Press.

Reforestation in Quebec.

Reforestation of denuded lands in Quebec continues to make progress, though on a small scale. The provincial forest nursery at Berthierville is to be materially extended. The reforestation work of the Laurentide Company is particularly notable. Planting also has been done by the Riordan Company and the Pejepecot Company.

So far, practically all of the forest planting has been done on privately-owned lands, but the provincial government has now under consideration the question of systematic reforestation of denuded Crown lands. Obviously, the question is one of the highest possible importance.

Vine-robbed Statuettes.

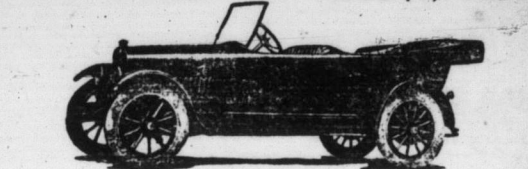
Chinese gardeners sometimes plant statuettes of tiny men firmly in pots, just like real plants, and then train live overgrowth to grow over these statuettes. The vines thus form a kind of robe for the statuette men, their white faces and hands protruding from the green leaves.

\$15,000 in Prizes Free

THE LONDON FREE PRESS offers a pleasant and profitable diversion to the residents of Western Ontario

AUTOMOBILES, PIANOS, BEAUTIFUL FURNITURE SETS, FURS, GRAPHOPHONES, CABINETS OF SILVER, SCHOLARSHIPS, KITCHEN CABINETS, CASH COMMISSION PRIZES, ETC., TO BE GIVEN AWAY ABSOLUTELY FREE TO ENERGETIC AND AMBITIOUS MEN, WOMEN AND CHILDREN OVER 16 YEARS OF AGE.

FIRST PRIZE Value \$2,345.00



60 H. P.
First prize in The Free Press Automobile Contest is a 7-Passenger 60 H. P. McLaughlin "Big Six" with a cash value of \$2,345. The McLaughlin "Big Six" holds some of the most coveted automobile records of the day. Its 60 horsepower develops the utmost in power and speed. Purchased from and on exhibition at the McLaughlin Carriage Company, Richmond street, London, Ont.

THE FREE PRIZE LIST

\$2,345.00 McLAUGHLIN "BIG SIX" TOURING CAR.
\$1,435.00 GRAY DORT "SPECIAL" TOURING CAR.
\$1,325.00 OVERLAND TOURING CAR.
\$700.00 FORD TOURING CAR.
\$500.00 SHERLOCK-MANNING UPRIGHT PIANO.
\$450.00 SHERLOCK-MANNING UPRIGHT PIANO.
\$400.00 SHERLOCK-MANNING UPRIGHT PIANO.
And numerous other articles, among which will be three \$300.00 Sherlock-Manning "Baby Grand" Phonographs, three \$165.00 Rayolas, three \$150.00 Furniture Suites, three \$60.00 Rayolas, six \$50.00 Satin-Lined Cabinets of Rogers' 1847 Silver, three \$45.00 Kitchen Cabinets, three \$25.00 Sets of Rogers' 1847 Silver, three \$25.00 Rayolas, cash commission checks and other prizes, which will be announced later.

It will take votes to win the free prizes. Secure the votes by clipping them from The Free Press or by securing Free Press subscriptions and renewals.

PRIZES FOR ALL.
One of the unique features of The Free Press Contest is that subscribers who assist candidates in the contest will also have an opportunity to win an automobile.

THERE WILL BE NO LOSERS.
Everyone who makes an earnest effort in the contest will receive something for his or her efforts. Cash commission prizes are provided for non-winners.

ENTRY COUPON

GOOD FOR 5,000 VOTES.
(Enter your own name or that of a friend.)

Prize Contest Dept. of The London Free Press.

Gentlemen—I hereby nominate as a candidate in your Automobile Prize Contest:

NAME

ADDRESS

NOMINATED BY

NOTE—Only the first entry coupon received for each candidate will entitle the candidate to the 5,000 votes.

OBEY THAT IMPULSE

Send in your Entry Coupon TO-DAY. Receipt books are ready at the Contest Department of The Free Press, London, and there is nothing to prevent you from getting a runaway start while others are making up their minds as to whether they will enter or not.

As soon as you have sent in your Entry Coupon see all your friends. Tell them you are going to enter the competition and that you would appreciate their support. Phone or write all of those whom you cannot personally see.

NOT LUCK! NOT CHANCE! EFFORT ALONE WILL WIN THE PRIZES!

ADDRESS ALL COMMUNICATIONS TO

Prize Contest Department of The Free Press

LONDON, ONTARIO.

PHONE—LOCAL AND LONG DISTANCE, 100.

BIG SHOE SALE

Starting this week to sell our entire shoe stock at cost and less than cost, as we have decided to go out of the shoe business.

Come and get your share of the bargains while they are on the go.

W. J. Strachan

Garage Special

A Preston Garage, 10 x 18, with metal roof, hardware, glass and painted, erected on your place—\$115.00.

or we will furnish

material for garage 10 x 18, felt roofing, doors made up, rafters and studding cut, window frame and sash, everything ready to put together, including glass, nails and hardware—\$75.00.

McPHERSON & CLARKE

Lumber Yard and Planing Mill

Glencoe, Ont.

Sending Money to Soldiers

Those who have friends or relatives at the front, may wish to send money, but possibly do not know the best way to do so.
If time permits, the safest and most convenient method of making remittances abroad is the Bank Money Order or Draft, as issued by The Merchants Bank.
If, however, it is necessary to send money without delay, the Bank will arrange this by Cable Transfer.

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Head Office: Montreal. Established 1864.
GLENCOE BRANCH, J. A. McKELLAR, Manager.
BOTHWELL BRANCH, R. J. GILFILLAN, Manager.
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The Transcript

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Address all communications and make remittances payable to A. E. SUTHERLAND.

THURSDAY, AUGUST 23, 1918

The school board of Wardsville has secured Miss Elva Skippon of Hyde Park to teach the Junior room.

During a severe electrical and rain storm at Alvinston on Thursday 12 head of cattle belonging to Benjamin Hurst were killed by lightning.

The woods belonging to S. H. Reynolds, half a mile north of Bothwell, caught fire Sunday, and some stiff fighting took place before the fire was extinguished.

The marriage took place at Rodney last Wednesday of Robert Gordon Kelly of Aldborough and Miss Mary Isabel McLean, eldest daughter of Donald McLean.

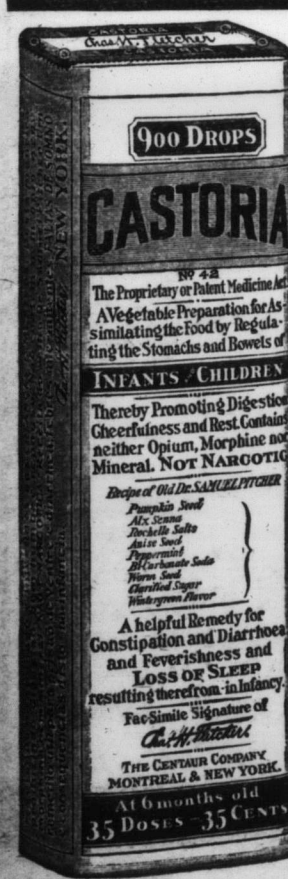
Departmental stores across the border are selling small mills for the grinding of flour and meal at home. Cracked wheat for breakfast food is also supplied by the mill. There is a saving of 75 per cent. The old grist mill seems to be working its way back. Those who cannot afford the mills are not without hope. Good flour can be made by pounding grains of wheat between two cobble stones.

A fire started on Thursday in the home of Miss Jennie Gordon, Wardsville, supposed to have been caused from the explosion of a coal oil stove. Miss Olivia Gordon was alone in the house and by the time the alarm reached the neighbors it was too late to save the building. Friends rushed in and part of the downstairs furniture was saved. All of the contents upstairs was totally destroyed. There was no insurance on building or contents.

Grain crops in Middlesex county for 1918 have been well up to the normal standard of former years, and while in many cases the wheat yield has been light, oats have surpassed, in the aggregate, any previous record. On the old Harrison homestead, on lot 25, con. 1, of the township of East Williams, owned by Fred Harrison, aged 70 years, and his two sons, a record yield has been reported. Threshing operations conducted recently produced 30 bushels of oats from four acres, and 615 bushels of wheat from 20 acres. The grain was an excellent sample and of first-class standard.

Business men should have two signs—one on the building they occupy and one in the local newspaper.

Wise mothers who know the virtues of Mother Graves' Worm Exterminator always have it at hand, because it proves its value.



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For Infants and Children.

Mothers Know That Genuine Castoria

Always Bears the Signature

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