



Unloading Sale for 10 Days of Seasonable Merchandise

Make Your Dollars Buy More

This will be a Big Rush Sale before Our Big Christmas Rush

"Rain, Snow and Slush" will be the storm signal from now on. The prayers of the Rubber Manufacturers are answered—Will it be galoshes, by-goshes? Storm Shoes of heavier leather and all the seasonable items in the store get front position in Our Big 10 Days' Sale.

Our Superior Stocks of Fine Clothing at such reasonable prices is bringing business in a rush.

Wonderful Topcoats at \$15.50 to \$35.00. One of our greatest values and big sellers is causing a big talk at \$25.00.

Boys' Clothing grouped at \$5.85. This includes suits up \$11.50.

Men's Suits of Superior Hand Tailored, made to retain smart shape, from finest materials, a perfect surprise to the dressy young man, at \$29.75. Another group of smart styles and excellent values at \$25.00. Real value in Serviceable Suits, \$18.50 to \$22.50.

Six Big Hosiery Mills' Stocks represented in This Store

The best money can buy in Silk, Silk and Wool, Wool Lisle and Mixtures. Everything that's new and desirable will be found here. Prices much to your saving from 25c to \$3.00.

Carefully Selected Underwear

From Stanfield's, Watson's, Penman's and York Mills, in a wonderful range of qualities made on improved machinery to fit perfectly. You do not pay one cent for extra fit or finish but you pay for real value. It pays to be a little careful in buying.

Carpets - Rugs - Linoleums

All included in Our Big 10 Days' Sale

Thrifty buyers are purchasing their Christmas Goods now. Early buyers get first choice and always best values.

Billie Burke Dresses, \$8.50 to \$12.50.

SATISFIED
CUSTOMERS

J. N. CURRIE & CO.
THE STORE OF VALUES

A store
where you get
real service

CANADIAN NATIONAL RAILWAYS

THE DOUBLE TRACK ROUTE

between
MONTREAL
TORONTO
DETROIT
and
CHICAGO

Unexcelled Dining-car Service.
Sleeping Cars on night trains and
Parlor Cars on principal day trains.
Full information from any Grand
Trunk Ticket Agent or C. E. Horalag,
District Passenger Agent, Toronto.
C. O. Smith, Station Agent, Glen-
coe; telephone No. 6. P. E. Lumley,
Town Agent, Glencoe.

The C. E. Nourse Co.

Dealers in

Flour and Feed

COAL, WOOD AND CEMENT

Highest Market Prices paid for all
kind of Grain.

Terms Strictly Cash.

Store and Elevator, Main St., Glencoe

J. D. McKellar, Manager

J. A. RAEBURN

Contractor for

OIL, WATER AND GAS DRILLING

All kinds of Pumps and Pipe
Supplies. Up-to-date Drilling
Rig at your service.

GORE CONCESSION, EKFRID.

WANTED

WHITE ASH LOGS

Write for prices—stating quantity

The Maple Leaf Harvest
Tool Co., Limited
Tillsonburg, Ont.

The Transcript

Published every Thursday morning
from The Transcript Building, Main
Street, Glencoe, Ontario. Subscrip-
tion—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 West-
ern Ontario, and its readers are the
leading farmers and townspeople.
It is a first-class advertising medi-
um. Rates on application.

Job Printing.—The Jobbing Depart-
ment has superior equipment for
turning out promptly books, pam-
phlets, circulars, posters, blank
forms, programs, cards, envelopes,
office and wedding stationery, etc.

A. S. Sutherland, Publisher.

FORWARD

They were dreamers, those pio-
neers; they saw visions and they
had dreams. The dreamers are the
architects of greatness. Their vision
lies within their souls. They never
see the mirage of facts but peer
beyond the veils of mist and
doubt and pierce the walls of unborn
time. Grief only streaks their hair
with silver; it never greys their
hopes. In face of stone their spires
stab the world's skies.

Your homes are built upon a land
a dreamer found. The pictures on
its walls are visions from a dream-
er's soul. A dreamer's pain waits
from your violin. They are the eter-
nal conquerors; their vassals are the
years.

Whatever the future holds in store
for us, that story of toil and suffer-
ing and final triumph should be held
as sacred history by everyone who
honors devotion to duty in men and
self-sacrifice in women. It should
be taught to the children in the
schools, and the one lesson that
should be impressed upon the mind
of every child is that a wrong act on
his or her part would be a reproach
to the brave men and women who
came with plows and covered wag-
ons in the shadow of despair and by
incessant toil laid solidly the founda-
tion of our country.

And out of the granite of the
mountains should be hewn an imper-
ishable monument, and on it should
be embossed words like these:

"They laid down their lives in toil;
they suffered without complaint;
from nothing they created our glori-
fied country. Honor, reverence and
glory be everlastingly theirs."—
Herbert Kaufman.

Do not mock the heroes of the
great war by living lives of luxury
or ease. Heroes are needed today
if the encroaching evils are to be
overcome.

Speaking at a complimentary ban-
quet at Sault Ste. Marie, in honor of
Hon. Jas. Lyons, Minister of Lands
and Forests, Premier Ferguson fore-
casted a bounty on iron ore for the
development of the iron and steel
industry in Ontario. It was pointed
out that the Province imports \$150,
000,000 worth of raw materials each
year, which we have lying untapped
in the rich north country, the future
of which lies in the development of
its mineral wealth. "There is no
richer area in the world than that
lying from Sudbury along the north
shore of Lake Superior," declared
Premier Ferguson.

Pay cash, is one of the best of
slogans for a household. One of the
best agents for filling the potholes
is a charge account. Paying cash
puts a constant check on buying,
while a charge account encourages
reckless purchases. It's so easy to
buy and "have it charged" but when
the day of reckoning comes it is not
so easy to settle the bill, and many a
conscientious merchant is accused of
adding to the bill simply because the
customer cannot realize all his mo-
ments of past foolishness.

With this statement of the King-
ston Whig there will be many who
will agree: We have too many laws.
No one knows the law in this coun-
try now, and no one can keep from
violating some of the laws. There
may be a time ahead when the law-
makers will have the courage to ab-
olish some laws and then pass a few
—just a few—good ones to take their
places. It is admitted on every
hand that laws are today held in con-
tempt; if so it is because parts of
the law are contemptible.

It is true we are living in a differ-
ent age; the age when flippancy
seems too often to pass for clever-
ness; the age of jazz and pop, of
slang and irreverence; the age of
"the cat's whiskers" and "the snake's
hips" and other ridiculous compar-
isons that denote lack of cultured ex-
pression; the age when the dance
and the bridge party come first, and
the church, the Sabbath school, the
young people's society or anything
that interferes with selfish pleasure
and leans toward the serious side of
life, too often comes second; the age
when parental advice and counsel is
looked upon as old-fashioned, and
when quiet, modest people are re-
ferred to as "dead ones" and "dumb
bells." On the other hand we are
living in the age of the closed bar-
room, the age of the Boy Scouts, of
the Girl Guides, of Rotary Clubs and
Kiwanis Clubs, of National Women's
Councils and Victorian Orders of
Nurses and other organizations
whose ideals are lofty and noble and
whose aims are largely based upon
service.

CUT OUT PEAR BLIGHT

A Disease That Is Threatening
Many Orchards.

Treatment Recommended — Pruning
Tools Should Be Disinfected —
Control Is Only by Prevention —
Dead Arm Disease of Grapes.

Contributed by Ontario Department of
Agriculture.

Pear blight is caused by micro-
scopic bacteria spread by insects
from diseased wood to healthy
shoots and blossoms where it grows
and develops beneath the bark. For
this reason spraying as a control is
worthless. The only remedy is to cut
out the infected parts.

Treatment Recommended.

During the winter, at pruning all
infected parts should be removed.
The symptoms of this disease are:
on the trunk or branches a blackish
color of the bark; on twigs discolor-
ation and swelling; also probably
some leaves will still be attached. To
make sure that the blackened areas
on the trunk are really caused by
blight take a knife and cut down
the bark. If there is a reddish or
brown appearance beneath the sur-
face, the trouble is blight. Unless
these infected parts are removed the
disease will spread very rapidly and
in two or three years at the most
the tree will be dead or useless. In
the meantime it left this tree is
serving as a source of infection to all
healthy pear and apple trees in the
vicinity.

Pruning Tools Should Be Disinfected.

The bacteria winter over at the
lower margin of the infection, and
while the trees are dormant cuts can
be safely made two inches below
the diseased part without the risk of
disinfecting the tools. If the trunk
has become infected, the whole
tree should be removed. Once
growth begins, cuts must be made
six to eight inches below any out-
ward signs of injury. At this time
the pruning tools must be disinfected
thoroughly after each cut with cor-
rosive sublimate, 1-1,000. (See
Ontario Dept. of Agriculture.)

Conditions In Spring.

In the spring, insects and ants par-
ticularly feed on the exudate caused
by the bacteria and then carry it to
the flowers and from there the dis-
ease is spread by honey sucking in-
sects. 10,000 bacteria could find
room on a pin-head, and each is cap-
able of increasing to a million or
more in twenty-four hours. Shortly
after infection takes place the blos-
som spurs will wilt and droop. Go
through the orchard again after blo-
ssoming and break off with the hands
all such drooping spurs before the dis-
ease can penetrate to the main
branches.

Control Is Only by Prevention.

Control therefore is only by pre-
vention. Cut out all infected areas
during dormant period. After blo-
ssoming break off all droop-
ing spurs and remove any later in-
fections. Disinfect the tools with cor-
rosive sublimate 1-1,000 after each
cut. Burn all infected branches and
cultivate just sufficiently to keep the
tree in moderate vigor.—E. F. Pal-
mer, Horticultural Exp. Station,
Vineland Station.

Dead Arm Disease of Grapes.

This disease is apparently becom-
ing more serious each year in On-
tario vineyards, especially on the
Concord variety, and growers would
do well to examine their vines care-
fully for any sign of it.

Concerning its appearance, control,
etc., U. P. Heuric, of the Geneva
Experiment Station, says: "A trouble-
some disease of recent appearance is
now doing considerable damage in
the Chautauque grape-belt, being
most common on the Concord. From
the fact that it is usually found on
one arm of the vine it is called 'dead
arm disease' (*Cryptosporidia viti-
cola*). The disease is caused by a
fungus which enters the water in
small black fruiting bodies in the
dead parts of the vine. Early in the
spring the fungus spreads by means
of spores to the young shoots and
later in the season attacks mature
berries, producing small, black, ob-
long spots of black-rot. Sooner or
later, if the diseased shoot is not cut
off, the fungus spreads to the arms
or trunk of the vine, producing a
slow, dry rot which eventually kills
the affected part. Fortunately, the
presence of the disease is quickly de-
tected by small yellowish leaves,
much crimped about the margin. The
fungus is easily controlled by mark-
ing the diseased arms when the first
symptoms appear and cutting these
off at pruning time. If the vine
is much mutilated by such pruning,
usually suckers can be brought
up from beneath the surface of the
ground to renew the vine. The ap-
lications of bordeaux mixture, re-
commended for black-rot, are valu-
able in preventing the dead-arm dis-
ease. The disease is largely prevented
by renewing the old wood of the vine
as soon as the trunk begins to show
a gnarled appearance."

For control, we are advising the
immediate cutting out of diseased
arms, rather than marking them and
cutting out at pruning time. Cut the
arm well below any shoots showing
evidence of disease.—Horticultur-
al Exp. Station, Vineland Station.

Chasing Cattle.

A little money placed in fencing
may save some sick cattle. Many cat-
tle die every year from going through
weak spots in the corn field fence
and gorging with fodder. Much time
is lost in driving cattle from fields
where they should not range. One
hour of chasing cattle is harder on
the legs and the temper than half a
day of hard work in the field.

Let the sow and pigs have access
all of the time to a good mineral
mixture.

ADVOCATES CENTRAL HIGHWAY

Mr. Aldred Stresses Some Points
That Admit of No Argument

To the Editor of The Transcript:

Replying to article broadcasted by
the Blue Water Highway association
in reply to my previous letter, may
say my challenge in which I dare
them to reply has not been answered.
The challenge is to prove that the
sections of proposed Blue Water
Highway between Detroit and Glou-
cestre and between Sarnia and Grand
Bend paralleling our present im-
proved Provincial Highways are nec-
essary or serve the best interests of
Ontario. This challenge (dare not
reply) still remains.

I thank the Blue Water Highway
association for their very interesting
and instructive letter. Would sug-
gest that the press republish their
letter as an educational letter. This
letter proves without doubt that
those counties favored with lake
fronts are well able by the County
Road system to take care of roads
serving their lake fronts, and the
money invested will surely be a won-
derful investment. Inland counties
have no such great resources to fall
back on and need Provincial assist-
ance.

As stated in my previous letter, the
Blue Water Highway section from
Chatham to Sarnia and the section
from Grand Bend north on the shore
of Lake Huron are necessary. The
proposed Central Highway is the di-
rect cross-country connection and ex-
tension of the Blue Water Highway
from Grand Bend south to the Tal-
bot Highway, linking our present
Sarnia, Longwoods and Talbot High-
ways.

By taking over as Provincial High-
way the forty-six miles of proposed
Central Highway necessary to make
a Provincial Highway link between
Grand Bend and the Talbot Highway,
the American tourist traffic and all
Ontario are served by a shorter and
better road using the present Provin-
cial Highways than by the 150-4 miles
asked for by the Blue Water High-
way association between Windsor
and Grand Bend, and seven fertile
counties will be served instead of five
as stated in the Blue Water Highway
association letter.

Note the following mileage:

Windsor to Grand Bend by Blue
Water Highway, 150.4 miles.

Windsor to Grand Bend by Long-
woods Provincial Highway to Strath-
burn and proposed Central Highway,
130.5 miles.

Windsor to Grand Bend by Talbot
Provincial Highway and proposed
Central Highway, 155.7 miles.

The above mileage should make it
clear that the American tourist traf-
fic entering via Windsor will travel
by the present improved Longwoods
Provincial Highway and the propos-
ed Central Highway.

Note: The distance by Talbot
Highway skirting the scenic shores
of Lake Erie is only five miles greater
than the proposed Blue Water
Highway.

Note: Sarnia's straightest and
best road is by the present improved
Provincial Highway, ten miles of
which passing through Arkona is in-
cluded in the Central Highway pro-
position, and every part of Northern
Lambton is as well and better served
by the Central Highway than by the
Sarnia-Grand Bend section of the
proposed Blue Water Highway.

Windsor to Grand Bend by Both-
well would be approximately five
miles shorter than by Strathburn,
but Middlesex and Elgin would be ig-
nored, and the difference in mileage
is many times made up in difference
in quality of road possible and cost
of road construction.

The Sarnia-Grand Bend section of
the proposed Blue Water Highway is
the most travelled road in Ontario
tourists because it is the only road
listed in the official Automobile Road
Guide of Canada, 1923. American
tourists have been kept in ignorance
of the fact that there is an improved
Provincial Highway to within twelve
miles of Grand Bend, and that the
River or Klondyke Road is a better
road than the Pinery Road.

The moment the present Provin-
cial Highway is linked with Grand
Bend the Pinery Road, if a straight-
ened road will be an abandoned road
and the money spent straightening
and improving this Pinery Road will
be wasted money. The Pinery
Road's only usefulness is a winding
park drive.

The proposed Central Highway
consists of the road between conces-
sions A and B in Bosanquet Town-
ship, ten miles of improved Provin-
cial Highway through Arkona, and the
24th sideroad in Warwick and
Brooke Townships in Lambton Coun-
ty; the Mosa-Ekfrid Townline
through Glenora in Middlesex Coun-
ty, and the Aldborough-Denwich
Townline in Elgin County.

The Central Highway is the divid-
ing line between East and West, the
shortest, cheapest and best connect-
ing road between Grand Bend and
the Talbot Highway, the one road be-
tween lake and lake where there are
only four short jogs, where there is
practically no hill, sand or bog coun-
try to contend with. The one road
where practically every intersecting
link is a good gravel road. The one
road that serves all Ontario and ig-
nores no part of Ontario. The one
road that serves Theodford, Parkhill,
Alisa Craig, Arkona, Watford, Ker-
wood, Strathroy, Petrolia, Alvinston,
Walkers, Glenora, Newbury, Both-
well, Appleton, Mount Brydges, Strath-
burn, Wardsville, Melbourne, Rod-

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Coats, Dresses, Millinery

Beautiful Canton Crepe and Taffeta
Dresses, suitable for afternoon and
evening wear.

Satinette Costume Slips in all colors
at reasonable prices.

Silk and Wool Jaquettes at \$5.50.
Sleeveless Sweaters, \$3.75.

Ladies' Heavy Winter Coats arriv-
ing each week. Prices from \$13.50
to \$45.00.

New Blouses in all the latest ma-
terials and Styles.

Silk and Wool Hose, 2 prs. \$1.75.

Beautiful New Hats just arrived,
combination of fur and velvet, fur
and satin, and fur with metallic
trimming.

MRS. W. A. CURRIE'S
READY-TO-WEAR STORE

ney, West Lorne, Dutton, Eagle,
Wallacetown, Tyrconnell, and the
Counties of Lambton, Middlesex and
Elgin, serving 100 per cent. of the
people of Ontario and tourist traffic
better than is possible by any other
road.

A Provincial Highway should not
be detoured miles via Pinery Road
for no purpose, and the interests of
Ontario ignored. A Highway should
not be detoured miles through Wat-
ford, and the interests of Kerwood
and Strathroy ignored. Should not
detour miles through Kerwood and
Watford ignored. Should not detour
miles through West Lorne and Dut-
ton ignored. Should not detour
miles through Dutton and West
Lorne ignored. The Provincial
Highway should be the direct road,
the dividing line that serves Ontario.

The Central Highway advocates
invite a Government survey made of
the proposed Central Highway in
competition with every other possi-
ble cross-country road to prove that
the proposed Central Highway has
the overwhelming advantage from
every angle over every other cross-
country connection. With this sur-
vey the department will be in a po-
sition to advise Lambton that 80 per
cent. roads should serve the Provin-
ce, and the interests of Middlesex,
Elgin and Ontario cannot be ignored.

No road in Ontario is more needed
than a cross-country road between
Grand Bend and the Talbot Highway,
and the department has in the Cen-
tral Highway the one cross-country
road that can be taken over without
fear or favor.

Taking over as Provincial High-
way the 46 miles of additional mile-
age does not call for any great in-
mediate expenditure of money. All
that is necessary is to link with good
gravel road the present improved
Provincial Highway and County
Roads, and the work done will lessen
the cost of future construction.

I agree with the Blue Water High-
way advocates that there is very
little difference in our objects when
properly understood. I would sug-
gest that the Blue Water Highway
advocates reconsider their original
plan, cut out as Provincial Highway
those sections paralleling the pre-
sent Provincial Highways, join with
us in promoting the Central High-
way, the common cause that serves
the tourist traffic as well as all On-
tario.

The slogan of the Central Highway
advocates is "The most service for
the least money, that right is right,
right should win and right will win."
I stand by every statement con-
tained in this article. Do not take
them for granted. Study the map of
Ontario. Go over the ground, and
prove every statement.

To the Blue Water Highway advo-
cates and Central Highway oppo-
nents—Please reply. To the Central
Highway advocates—Please furnish
the press with articles favoring this
just cause. To the public press—
Please publish in the interests of the
taxpayer, the American tourist and
the people of Ontario.

Yours truly,

ALFRED E. ALDRED.

R. R. No. 1, Crinan, Ont.

THE CHOICE OF CLIMATES

"The veriest fool can keep warm
in a cold country, but the wisest man
cannot keep cool in a hot country."
This answer was given by a Cree
Indian, who had left his home in
northern Canada and had gone to
Mexico, but had come back to Can-
ada, when he was asked how he came
to leave a nice southern climate to
return to the rigors of a Canadian
winter. There is much good com-
mon sense in the answer, and the
more one thinks over it the more
one can see that the Indian has a
great deal of right on his side.

TOO MANY CHANCES

The country is face to face with a
serious problem. There are too
many chances being taken and too
many people being injured because
of the chance-taking habit. The mo-
torist who habitually takes chances
is reasonably sure to be involved
ultimately in an accident. The same
general rule applies to the pedes-
trian. The worker in industry who
has not time, or thinks he has not
time to be careful, is hastening the
day of his injury, and the employer
who prefers to take a chance rather
than provide safeguards for his dan-
gerous machinery is inviting injury
to his men and increased compensa-
tion costs for himself and other em-
ployees in his class.

Too many chances are being taken
in a country that needs to conserve
all its forces, but more particularly
the lives of its citizens. There is a
saying that "The chance-taker is the
accident-maker," and this has been
abundantly proven by the history of
accidents in industry in this country.
On the other hand, there is a record
of a foreman in a wire plant in Ham-
ilton showing sixty years of service,
with never an accident to himself,
nor a serious accident to anyone in
his department. The reason he ad-
vances is "being careful." It sounds
simple, but sometimes it is a most
difficult role to play. The toll of ac-
cidents in and out of industry, how-
ever, quite justifies more attention
to care and caution, and the curbing
of the "take-a-chance" spirit.

The ease with which corns and
warts can be removed by Holloway's
Corn Remover is its strongest recom-
mendation. It seldom fails.

If Mr. Burbank isn't busy now he
might devise some safe way to cross
a wire fence with a shotgun.

ASTHMA USE
RAZ-MAH
No Smoking—No Spraying—No Snuff
Just Swallow a Capsule

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tubes, gives long nights of quiet
sleep; contains no habit-forming drug.
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