

Guide-Advocate

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FRIDAY, AUGUST 17, 1923

NOTE AND COMMENT

The young women who have been appearing on the streets in short breeches doubtless realize that their costume is not pretty, but are compensated by the fact that it attracts a lot of attention. But this will wear off, and only the ugliness remain.—Orillia Packet.

The Paris fashion designers are trying to bring back crinolines and bustles. But the English women declare they won't have them, and they will probably be joined in rebellion by the women of this continent. In fact, judging from what one sees on the streets these days, the tendency in this country is very much in the direction of breeches.—Orillia Packet.

Indianapolis News: Some progress has been made on the road to permanent peace, it is believed, especially through the treaties negotiated at Washington conference, which have been finally ratified by all the contracting parties. The League of Nations also has received credit for adjusting several threatening situations in Europe. Yet, all in all, the high hopes for the banishment of war forever, so generally held at the end of the world war, are still to be realized.

Carleton Place Canadian:—Print the grandest sermon that ever fell from inspired lips, and not ten per cent. even of the professionally pious will read it; print a detailed account of some female bunco game or a sensational divorce suit in high life and ninety-nine per cent. of the very elect will make a dive for the paper before breakfast, swoop down upon it like a hungry carp upon a nasty worm, devour every word, then roll their eyes heavenward like a calf with the colic, and wonder what this wicked old world is coming to.

There must be a lot of money in this community, for we get the money to spend for luxuries. We buy autos and keep them running constantly, we spend much for dancing, and pictures, we eat cabbage, carrots and new potatoes and strawberries from the south, our girls wear silk stockings and our boys smoke cigarettes. All these things are luxuries that have become necessities within the past 25 years. And we afford them. There must be a lot of money here. And there are more solid indications. The deposits in our banks are larger than ever before except during the war years. Instead of grumbling about hard times we should be raising our voices in a continuous thanksgiving for our great prosperity.—Acton Free Press.

In its broad outline, the scheme fostered by the Saskatchewan Grain Growers' Association, for a wheat pool this year, involves the return to all farmers participating of an equal amount per bushel for their grain, according to grade; an immediate payment of as large a percentage of the value of the wheat consigned to the pool as can now be obtained upon graded storage certificates, and without financial assistance from the Government. There are yet a number of important details to be settled, but the main points of the proposal have been fixed upon, according to A. J. McPhail, Secretary of the Association. In Winnipeg a sales organization will operate. Its activities will likely be confined to selling on the floors of the grain exchange. For this year, at least, export machinery is not likely to be set up. The final returns to the farmers participating will be on the basis of the average price obtained through the season for the grades of wheat with which each is credited. Everyone will be dealt with alike. Whether he has shipped carloads or only wagon-loads he will receive per bushel the average price obtained by the pool.

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COAL—A BURNING QUESTION?

Where do we stand in regard to Next Winter's Fuel Supply—Some Facts as to the Merits of Alberta Coal and Some Figures on the cost of Transportation as Furnished by a St. Marys man with a Personal Knowledge of the Matter.

(St. Marys Journal-Argus)

There is no other question of greater importance before the citizens of St. Marys at this hour—there is no other problem affecting the Province at large to a greater extent to-day, than the coal supply for the coming winter. The repetition of last year's coal scarcity, and the certainty of increased coal prices are already starting us in the face and yet the days are passing, rapidly passing, and nothing is being done to save us from last winter's bitter experiences. True Government commissions, appointed to investigate the coal situation, have favored the development of Canadian coal fields as a means of relieving the coal scarcity in Ontario, but their suggestions have been absolutely worthless in solving the real problem, which has always been one of transportation. Alberta, with its millions of tons of choice anthracite coal, is in need of a market for its produce; Ontario, with its ready market, is in dire need of other coal channels than the Pennsylvania route and Canada with her boundless store of mineral wealth, can ill-afford to watch the endless outpour of shekels from the pockets of her citizens into the vaults of United States coal barons. The Governments of Alberta and Ontario and the Federal Parliament must fully realize that a cheap rate for haulage for Alberta anthracite is the key to the problem, but their contributions to that end have so far been nugatory. Sir Henry Thornton tried to meet their demands half-way, and his offer was censured as exorbitant, but nevertheless the C.N.R.'s \$9.00 a ton proposition is the only practicable step, as yet, in the direction of lower transportation cost.

Both as to the comparative merits of the American anthracite and the Alberta coal and the cost of transportation, our townsman, Mr. J. Watford Peart, from a wealth of personal experience as a Western man, furnishes us in the facts published in his letter below, convincing evidence that Alberta coal meets our every requirements and that transportation charges are not necessarily an embargo to its use. Read his letter:—
Mr. J. W. Eedy,
Journal-Argus, St. Marys, Ont.

Dear Mr. Eedy,—
I am frequently asked with regard to Alberta coal. Possibly you would be good enough to give a little space in your paper to the matter of tests and also to my personal experience with the Alberta product. Isolated tests or the experience of users with one particular lot of coal are no criterion by which to form judgment of this whole problem. Anthracite coal of last winter was worse than any Alberta coal I have ever seen, and on the other hand many lots of Anthracite are superior to many lots of Alberta coal.

Tests made by the Government covering a number of cars of Western coal showed an average of 10,987 B.T.U.'s (British Thermal Units) per pound. A test conducted by the St. Marys Cement Company showed 12,405 B.T.U.'s while I have before me a copy of tests made by the City of Regina in 1921, showing results ranging from 12,760, 12,910, 12,987, 13,190 up to 14,450; a fair average I would say being around 13,500 B.T.U.'s. The Government test of Anthracite was 13,910 B.T.U.'s. Ash tests made by the Cement Company showed 7.37 per cent. against 11.3 per cent. in Anthracite, while the Regina tests made over several cars ran from 7.08 per cent to as low as 5.5 per cent.

The proof of any product which is universally used is in the experience of the average user and I would like to state that after using Western (that is Drumheller or Banff and not Western Lignite coal) for about ten years, I would very willingly pay an equal price with Pennsylvania Anthracite coal for domestic use. I make this statement based on all the circumstances. It is true that with the Western coal one has to occasionally dump the fire to clean the fire-box of clinkers, but this has to be done with Anthracite as well. It is also true that the Western coal makes it necessary to more frequently clean the flues and the chimneys. But for actual value in heat from the two coals I would sooner burn our own coal.

Granting, however, for the sake of argument only, that there were some advantage in using the Anthracite coal, will the people of Canada persist always in gauging their patriotism by a few cents in the ton value of coal or by the necessity for a little additional labor during the winter months? Personally I am not the least bit interested in any particular coal dealer's handling of the Western product, but I am interested, intensely

interested in educating the Canadian people to a knowledge of the tremendous wealth which this country possesses in its coal areas and to the fact that coal equally as good as what we are now importing to the value of hundreds of millions of dollars can be had right in our own country.

And might I say a word with regard to freight rates. Public opinion when properly aroused will force these rates lower. It is 2280 miles from the Alberta coal mines to Toronto, and a fair train-load on the average grades covered would be fifty 40-ton cars or 2000 tons. We are still told that the railways cannot give a \$6.00 per ton freight rate, which would be \$12,000.00 per train-load, notwithstanding that the C.P.R. average cost per train mile on general freight is \$3.58 or \$7136.40 for a 2000-ton train to Toronto, a gross profit (over operating charges) of \$4,863.60 on a train-load, which profit would undoubtedly be increased on a straight car of one product.

A lot of prejudice must be overcome, a lot of ignorance banished and a lot of very careful and open-minded individual tests made before Alberta coal will come into common use, but come it will, and that very soon if the Government and the railways do their part in meeting the situation fairly and with the patriotism that is necessary.

Yours truly,
J. W. Peart
St. Marys, Ont.
August 2, 1923.

P. S.—May I add that in spite of all that is said to the contrary, the furnaces, hot water boilers and flues in Western Canada are not constructed specially for Western coal. Western coal will burn just as well here as there.

THE WESTERN FAIR

London, Sept. 8th to 15th, 1923
The new Manufacturers' Building at Queen's Park is about completed. This building has been erected for Manufacturers' Exhibits and contains about 350 exhibits spaces. It has cost the Western Fair Association \$165,000.00. To see this building and its contents will be well worth a visit to the Exhibition.
The Pure Food show will be on the second floor as well as a lot of other exhibits of interest.
The Canadian National Institute for the Blind has taken space and will have several workers making baskets, brooms, aprons, etc. during the exhibition. The lower floor will be occupied by heavier Exhibits such as Stoves and Furnaces, Electric Washers and other household utensils Automobiles etc. This building will be of special interest and will be visited no doubt by everyone attending the Exhibition. All information at the General Offices, London, Ont.

SAVE THE CHILDREN

Mothers who keep a box of Baby's Own Tablets in the house may feel that the lives of their little ones are reasonably safe during the hot weather. Stomach troubles, cholera infantum and diarrhoea carry off thousands of little ones every summer, in most cases because the mother does not have a safe medicine at hand to give promptly. Baby's Own Tablets relieve these troubles, or if given occasionally to the well child will prevent their coming on. The Tablets are guaranteed by government analyst to be absolutely harmless even to the newborn babe. They are especially good in summer because they regulate the bowels and keep the stomach sweet and pure. They are sold by medicine dealers or by mail at 25c a box from The Dr. Williams' Medicine Co., Brockville, Ont.

FAT AND LEAN PEOPLE

It is a striking fact that most people want to weigh more than they do and measure their health by their weight, as if a man were a pig, valuable in proportion to his heaviness. The racer is not fat, the plow horse has but a moderate amount of flesh. Heavy men are not those which experienced contractors employ to dig railroads and ditches. Thin men the world over, are the men for work; for endurance they are wire and hardy; thin people live the longest; the truth is, fat is a disease, and as a proof, fat people are never well a day at a time—and are not suited for hard work. Still there is a medium between being as fat as a butter ball, and as thin and juiceless as a rail. For more looks a moderate roundness is most desirable, to have enough flesh to cover angularities. To accomplish this in the shortest time a man should work but little, sleep a great part of the time, allow nothing to worry him.

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J. H. SAUNDERS, President. A. M. HUNT, Secretary.

SEVEN YEARS
1918
Mrs. Anna Ross' Key to the Clouds
(Continued from last week.)

This year I spent in Canada. But in January I received a touching letter from California, from a member of the Women's prayer meeting that I had there. She said,—
"Dear Mrs. Ross, will you not pray for us that rain may be sent? There has been no seed-time, and the pasture is all gone, and the poor cattle are suffering terribly. Please pray for rain for us."

This letter touched and troubled me. I have felt, in praying for rain, I needed to have the community or a distinct part of it, with me. I did not feel that I could take covenant hold here in Canada at the call of one woman in California. So I wrote to her, explaining my difficulty, but added, "But one thing I can do, I can pray that you who are on the spot may be given faith and courage to take covenant hold for yourselves. I also sent her my little book on the covenant, marking the 10th chapter, and charging her to show that chapter to the leader of their prayer meeting that he might lead them all out to take the covenant hold for the needed rain. The reader will please take notice that Covenant prayer is not identical with ordinary prayer. In covenant prayer we take hold of a Covenant promise, and are as sure of the answer before it comes as after.

Early in February I got her answer. It ran thus:
"Dear Mrs. Ross, surely Covenant prayer goes straight up to heaven. I took the little book to the Minister Sabbath morning. At prayer meeting on Thursday evening he read us the most of that chapter, and asked us all to unite with him for the covenanted rain. There were only eight of us present, but we all prayed audibly except one little girl, and she was too timid. We knew that night that the rain was coming.
"Friday there was no change. But on Saturday the wind changed right round, and blew strongly from the South-west. That night as I went into the postoffice, I met the Minister. I said, "Mr. L. the wind has changed." "Yes," he answered, and the rain is coming. That night the rain came, nearly an inch and a half. Then was had a day or two of sunshine, and then another inch and a half of rain."
A few days later came a card, saying that 6 inches more had fallen. So a ten months' drought was broken. The world did not know it, but we who had been taking hold, we

did. The great difficulty is, how can we help other people to understand? Strassbourg, Sask. (Sgd) Anna Ross June 4, 1923.

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Pte. Charles Lawrence
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Pte. Alfred Bullough

Blats' D

By Ross Parry
(Crowded out last Friday—Ma got so smart today on account of queschu him. He about a few egg hatched him. W hatch ti self & I sed Wei I am a mash ti doing a real ma Satu a talk day ar Little C ing with

plaint. It sounds kind me because the baby over a yr. old so h how to complain a wether ennyways at t Sunday—Got my e combed my hair and tie all with out help when I showed it t twisted my hed a cu then sed uh huh and sed Hurry on to I wish sum fokes w mouth as tite shut v her mad as she does v them.
Monday—Pa has giggered up to econter. He thot it up frum ma. Ma ast him idea and he sed We

Palatial

In the upper liner Empress of Canada will be shown the The Spirit is a Then comes Mr Nestling under a her left is a w

THE famous or dan Pacific of Canada, pe ing winter, is attr tion not only in United States and 21,500 ton liner is to world cruising speed record of the pany has chosen a flagship of cruise months.

The circumnavi dress of Canada with the rich ex treasures gathere eighteen different fact with the co civilizations of fi It will be a tour and romances, t ant of the world west to the barb west. Shrinets, cathedrals, palac treasures of the f revealed to the g ate voyagers.
Leaving New Y the inclement w who can afford equable climes, t ada is due to re the balmy shor