

## Goodbye, 1923! Hello, 1924!

All things considered 1923 sales were beyond what we expected. Now to make 1924 still better requires

### EXTRA VALUES

#### EXTRA SELECTION

#### EXTRA SERVICE

#### Unusual Times Call for Unusual Efforts

January Sales will be in order in almost every store in Canada. A great many stores prepare for this sale by purchasing Merchandise where "PRICE" is the greatest consideration regardless of "QUALITY." Sometimes big business is done for a few days or weeks, but almost always proves disastrous to both buyer and seller.

#### This Store's January Sale Includes

Merchandise of standard quality Sold to give Service and "Come-back" Customers.

#### Great Sacrifices in Clothing Department

Men's and Boys' Suits and Overcoats.

Men's and Boys' Sweaters, Heavy Work Shirts, Underwear, Mitts, Hosiery.

#### Clearing Lines before Stocktaking

**J. N. CURRIE & CO.**

## POULTRY WANTED

ALL KINDS

We Pay Highest Prices

If you want us to call with our truck, write

**SAM BOOM**

GLENCOE P. O.

(Leave name and phone number at McKellar House or McAlpine Garage.)

#### NOTICE TO CREDITORS

In the Estate of Joseph Siddall, Late of the Township of Ekfrid, in the County of Middlesex, Farmer, Deceased.

NOTICE is hereby given, pursuant to "The Revised Statutes of Ontario, 1914," chapter 121, section 56, that all creditors and others having claims against the estate of the said Joseph Siddall, who died on or about the tenth day of November, A.D. 1923, are required to send by post prepaid or to deliver to the undersigned, solicitors for George Savil Simpson and William Samuel Burchell, executors of the will of the said Joseph Siddall, deceased, their names and addresses and full particulars in writing of their claims and statements of their accounts and the nature of the securities, if any, held by them.

And take notice that after the fifteenth day of January, A.D. 1924, the said George Savil Simpson and William Samuel Burchell will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice, and that the said George Savil Simpson and William Samuel Burchell will not be liable for the said assets or any part thereof to any person of whose claim they shall not then have received notice.

ELLIOTT & MOSS,  
Solicitors for the said Executors,  
Dated at Glencoe, Ont., this 18th day  
of December, A.D. 1923.

## WANTED

WHITE ASH LOGS

Write for prices—stating quantity

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

## GOOD SHOES

Deserve Special Care when being REPAIRED

Let us do them for you. Your Shoes as comfortable and smart after repair as before.

Soles Sewn On

Best Leather Used  
Finished Like New

Charges Reasonable

Electric Shoeshine, 10c

**J. PARKE - Glencoe**

## An Open Letter to the Ontario Department of Highways

In view of the fact that the Ontario Department of Highways is now being urged to take over as part of the Provincial Highway System the proposed Blue Water Highway, we think that before the Province is committed to that project in its entirety, the road situation in the western peninsula should be fully considered. We think that the Provincial Highways of the Province should be built with the view to give accommodation to our own people rather than with the view of attracting tourist traffic from the United States.

At present there are three Provincial Highways leading from the western border at Windsor and Sarnia. These roads run approximately east and west and parallel the railways, and there are no Provincial Highways running north and south in Western Ontario. There is no need for other Provincial Highways, running east and west as the present Provincial Highways are all that is required, but there is urgent need of a good road running north and south and forming a connecting link between the existing Provincial Highways, and such a road would be of immense benefit to the people of Western Ontario and would also attract tourist traffic. The location of such a north and south connecting road should be considered from the standpoint of convenience of location, directness of route and cost of construction. We believe that the proposed Central Highway, following the township between the townships of Danforth and Aldborough in Elgin county, the township between the townships of Ekfrid and Moss in Middlesex county, the twenty-fourth sideroad through Brook and Warwick townships, the existing Provincial Highway through the village of Arkona to the northern point thereof, and either the Aux Sable River Road (sometimes called the Klonike Road) or the direct surveyed road between Concession A and B in Bosanquet township to Grand Bend, is the best location, for the following reasons:

THAT it is about midway between London and Chatham and serves the counties of Middlesex and Elgin as well as the western section of the Province;  
THAT it is the shortest and most direct route;  
THAT it is through a section of first-class farm land;  
THAT part of it is already a Provincial Highway;  
THAT the part through the county of Middlesex is already a first-class gravel road;  
THAT with the exception of a few small hills the road is practically level and can be made into a first-class gravel road with a very small outlay.

We believe that a good north and south connecting road is necessary and that no further east and west roads paralleling the existing Provincial Highways should be assumed by the Province, but that the proposed Central Highway should be established as a Provincial Highway, thereby giving the people of Western Ontario a good road connecting the present system of Provincial Highways; and this highway if established would be an ideal highway for that purpose as it is direct and through a populous agricultural country without any natural obstacles and the intersecting roads are nearly all first-class gravel roads so that all the residents of this district would have ready access to it.

The proposed route above described is the proposed Central Highway referred to in the articles by A. E. Aldred, of Crinan, published in the press, which we fully endorse and which set out the merits and advantages of the proposed route much more fully than is done in this article.

Signed: W. D. Moss, ex-Warden Middlesex County; J. A. McLachlan, ex-Reeve Glencoe; J. J. Wright, ex-Reeve Glencoe; J. N. Currie, ex-Reeve Glencoe; A. McPherson, Reeve Glencoe; J. G. Lethbridge, M.L.A., West Elgin; H. Dromgole, Warden Elgin County; W. Hollingshead, ex-Reeve Dutton; H. C. McKillop, M.P., West Lorne; E. F. Reyecraft, ex-Reeve Moss; F. W. Nicholls, ex-Reeve Ekfrid; B. G. Galbraith, Reeve Ekfrid; F. J. James, Reeve Moss; F. B. McGregor, Reeve Aldborough; F. G. Macdunn, M.L.A., West Elgin; N. Stiller, Reeve Bosanquet; R. F. Rilett, Reeve Alvinston; L. Lindsay, ex-Reeve Brooke; F. C. Eastman, Reeve Arkona; John L. Fuller, ex-Deputy Reeve Warwick; B. F. Munna, Reeve Warwick; S. Stapleford, ex-Reeve Watford.

#### EDITOR GOES BEAR HUNTING

We are done with hunting. We are done with sport which involves the taking of life from one of God's creatures for the mere sport of killing.

We have no criticism of those who enjoy sport with the rifle or gun, for during a period of many years we have followed the trail of the deer and other game animals, often with a generous measure of hunter's luck, sometimes with less than the ordinary. But we are done, and the rifle which a week ago we prized well to the first one who wanted it, its place will be taken by a camera or at most a fishing pole.

For why, someone may ask. Just this:

We started out, after much preparation and the purchase of a big game license, to hunt for big game. By this, we painted a rosy mind picture of a powerful bull moose, or perhaps a graceful deer which we should find grazing on the hills or in the heavy timber. And after much preparation we tramped many weary miles over fallen timbers, up steep hills and down into deep valleys, ever watchful for the telltale tracks of the game of which we were in search.

There were three of us in the party, which included J. P. Taylor, Joe Neff and the scribe, and after nearly a whole day's travel Neff, who was in the lead, drew attention to a place where the soft snow had been padded down as if by some animal rolling on it.

"There is where someone has killed a moose," he remarked. But closer investigation revealed the tracks of a bear. These were followed for a distance of some sixty yards and led to a neat little cave hollowed out of the sand in the side of the hill. And there, sitting on his haunches, his fore paws raised on the front feet, sat one of those lords of the forest, described by the dictionary as Ursus Americanus, or commonly known as the black bear. He was a magnificent specimen, weighing not less than 475 or possibly 500 pounds, and the track we had followed was indicative only of the fact that he had taken advantage of the bright warm sunshine to come out from his winter den to play in the sunlight, or perhaps to gather a bit more grass with which to make a softer bed. The hole itself was proof of the intelligence of the animal, which had chosen an almost impenetrable collection of fallen timber, and on the sunny side of a sandy slope had hollowed out a den in such a fashion as to leave him comfortable room, so placed that the coming heavy snows of winter would themselves provide a blanket to cover the opening and thus retain the heat that would be generated by his body.

The big animal, disturbed by the approach of men, rose to a half sitting posture, and with blinking curiosity and an odd snorting not unlike a pig, he stared at the intruders who approached him.

The Oil of Power—it is not claimed for Dr. Thomas' Electric Oil that it will remedy every ill, but its uses are so various that it may be looked upon as a general pain killer. It has achieved that greatness for itself and its excellence is known to all who have tested its virtues and learned by experience.

The Transcript office handles new subscriptions and renewals for these daily newspapers at a saving to the subscriber.

approached his abiding place. He did not stare long. A rifle cracked, and as its echoes rang through the timber, the lord of the wilds, with moans of agonizing pain, threw himself against the side of the earthen wall and swung his huge body from side to side, pawing with frightened agony at his nose, through which the soft-nosed bullet had crushed its way. A second rifle cracked, this time with more merciful effect, the bullet passing through the head just below the ears, then the once magnificent animal dropped without another moan, without another breath, and remained motionless or less than so much flesh and fur.

Then, hardly had the last breath passed from his frame than the three hunters were upon it, body, dragging it from the warm winter den to a more open spot, where the work of removing the hide from the warm body, and the later division of the body itself into quarters, the hide to be carried out of the woods, together with some of the fat, and the remainder to be left hanging in the trees awaiting the return of someone to secure the rest of the fat.

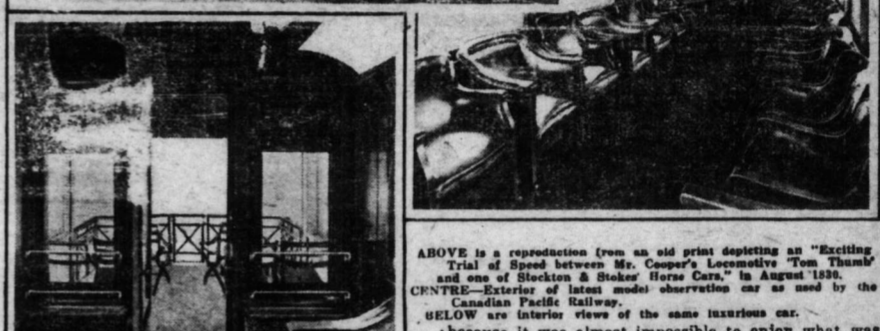
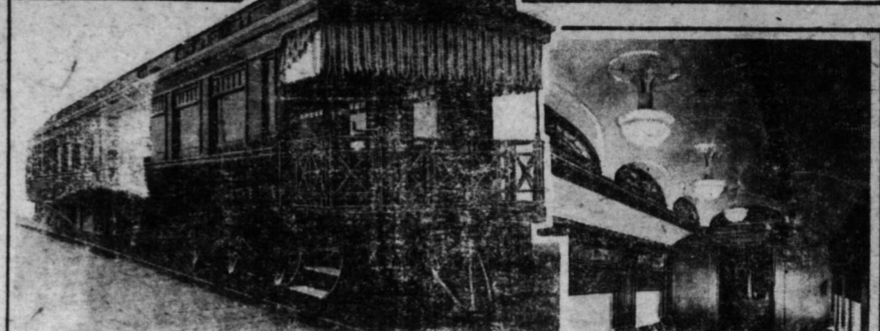
It was sport such as one might read about in the field magazines but never experience in years—but it was a rather gruesome sort of sport. Every characteristic of the animal, its habitation so carefully selected and prepared, its body so carefully prepared by nature with enormous layers of fat upon which full life and vitality would be maintained through the long winter months, the very condition of the entrails, devoid of any excess in which disease might lurk, bespoke the watchful care of the Creator of all things over even beasts of the wild forest—these same beasts for which men in the name of sport underwent hardship for the sake of hunting down and killing. Not one of the party needed the fur robe taken from the animal. But it was a great day's sport, and in years to come the handsome hide, mounted with head and claws intact, will adorn a floor as a souvenir of the chase, and a tribute to the wonderful game preserves between the Smoky and the Peace rivers.

Some one else can have our rifle. But we would give a great deal for some of the pictures that could have been taken at that same bear den.—Peace River Record.

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## Helping to Sell Canadian Scenery



ABOVE is a reproduction from an old print depicting an "Exciting Trial of Speed between Mr. Cooper's Locomotive 'Tom Thumb' and one of Stockton & Shaker Horse Cars" in August 1825. CENTRE—Exterior of latest model observation car as used by the Canadian Pacific Railway. BELOW are interior views of the same luxurious car.

NO railroad on the Continent of America is much more than a century old, yet it seems, and is indeed, a far cry to the days of the old horse-drawn railway vehicles and the open cars drawn by the first locomotives which superseded them. Perhaps in no country in the world has railroad engineering made such progressive strides as in Canada during the last half century. As late as 1870-73 the Quebec Government encouraged development by building railways entirely of wood. The rails were of straight grained hard maple, 12 feet in length, but the knots were weak spots which often caused the rail to break and occasion a delay of, perhaps, hours. In wet weather no progress could be made at all and there are not a few living today who remember having to help the fireman and engineer load up with wood in order to speed their travel.

What a far cry it is, from the old cars, exposed to the elements at all times, or boxed in so that fresh air was at a premium, to the luxurious parlor, sleeping, compartment and observation cars of today. Canada had just as much scenery in the old days as it has now, the same glorious expanses and wooded hillsides, the same wonderful peaks and splendid rivers, yet Canadian scenery could not be "sold" then, because it was almost impossible to enjoy what was going on around, or that through which the voyager was passing as he was confined to a hard, narrow seat for hours, with no comfort other than the thought that perhaps the end of the journey would bring relief.

When the operation of railroads ceased to be an experiment and it was realized that the future of the country depended upon their development, the railway companies realized that the tourist traffic was a source of revenue to be cultivated, and the first observation coaches were introduced. These were little more than glorified day coaches with an open platform at the rear. Soon, however, the demand by tourists for special accommodation became so insistent, that special equipment had to be constructed for them. During the past few years, the magnificent observation cars such as are used on the Canadian Pacific have been evolved, and these, together with the modern all steel compartment and other cars ensure the traveller such comfort that to travel is a delight.

There is now no convenience possible which the traveller does not enjoy. While traversing the Rockies he may use the regular coaches, or, during the summer, the open observation cars. The observation coaches, as used elsewhere, enable him to see the country he passes through, from a comfortable chair. Special smoking rooms are also provided. In all things pertaining to railroad travel and convenience the railway of Canada have set the pace for those of other parts of the continent.

#### MR. BOK'S PEACE AWARD

E. W. Bok, former editor of The Ladies' Home Journal, who offered \$100,000 for the best idea to promote peace throughout the world, tells in The Atlantic Monthly for January what he expects to accomplish. Persons numbering 22,165 and representing 22 countries have submitted suggestions to the jury, and he therefore thinks that a large part of the purpose of the American Peace Award is already accomplished. Before the world can have peace, it must first of all think in terms of peace.

"Another distinct accomplishment of the American Peace Award," writes Mr. Bok, "has been a clearer recognition by the people of the United States of the fact that they cannot sit placidly by and see Rome burn; that we are a part of the world and must play our part in it. Librarians from every part of the country report that never has there been such a demand for books dealing with our foreign relations or works on previous peace efforts and for the records of peace congresses. Booksellers are selling more books dealing with the European situation than ever before. The entire interest of the American people in foreign questions has been quickened all along the line."

A very large section of the American people, reached through the eighty powerful co-operative organizations associated with the Award and through a poll to be taken by a large group of American newspapers, will be asked to vote on the plan before it is submitted to the United States Senate.

There will come the rub, in the opinion of many critics, but Mr. Bok has no misgivings, provided that the plan is one which commends itself in its workable quality to intelligent judgment. He relies specially upon support from women, for in the American Peace Award is contained the subject which lies nearest to her heart, and it will be the first time since the suffrage has been extended to her that she will be given an equal share in formulating opinion and becoming an active factor in a great public opportunity.—Globe.

Now is the time to go through your office stationery and sort up sizes on which you are low. The Transcript Press is prepared to give you service and suggestions.

#### DECEMBER SCHOOL REPORTS.

S. S. No. 4, Ekfrid

\*Absent for examinations. Average per cent. given:

Sr. IV.—Bertha Congdon 82, Leona Winger 76.

Jr. IV.—Esther McLean 66, Laura Welch 64, Alex. Galbraith 61, Bruce Campbell 56, \*Marjorie Hull, \*Russell Hull, \*Lloyd Switzer.

Sr. III.—Owen Eaton 73, Anna McDonald 72, Marion Grover 70, Cecil Winger 57, \*Anna Beales, \*Evan Adams, \*Ethel Switzer.

Jr. III.—Christene Winger 50, \*Margaret Beales, \*Ida Switzer, \*Pearl West.

II.—Clifford Hardy 75, Duncan Galbraith 68, David Smith 66, Heilm Newbigging 60, \*Earl Grover, \*Willie Grover, \*Hazel West, \*Harry Cornell.

Sr. I.—Carrie McLean 79, Kathleen Congdon 81, Arthur McTavish 74, Dorothy Congdon 72.

Jr. I.—James Lee 68, Bernice Smith 68, \*Glen Grover, \*Gordon Cornell, \*Primer—Rose Winger 83, Hazel McDonald 83.

Mrs. D. McTavish, Teacher.



**Fletcher's  
CASTORIA**

MOTHER! Fletcher's Castoria is a harmless Substitute for Castor Oil, Paregoric, Teething Drops and Soothing Syrups, prepared to relieve Infants in arms and Children all ages of

Constipation

Flatulency

Diarrhea

Wind Colic

To Sweeten Stomach

Regulate Bowels

Aids in the assimilation of Food, promoting Cheerfulness, Rest, and

Natural Sleep without Opium

To avoid imitations, always look for the signature of *Dr. J. C. Fletcher*. Proven directions on each package. Physicians everywhere recommend it.