

Betty Brown Dresses

In "Brodella" Materials

Spring Opening Displays This Week

The Mannish Tailored Suits and Dresses

Fashion lays especial emphasis on the Boyish Type Suit—fashioned of Novelty Tweeds, Checks and Pencil Stripes. Unquestionably correct for Women and Misses.

Fashions to Welcome Spring

Twenty per cent. Below City Prices for Dresses of Equal Class.

High School Girls and Juniors

will appreciate the Smart Dresses and Suits so moderately priced—\$7.50 to \$13.75.

New Pleated Skirts called "The Bobby"

for Women, Juniors and Misses. A Big Special Opening Assortment for \$4.98.

This store will make you forget about High Prices.

J. N. CURRIE & CO.

TRANSCRIPT ADVERTISING RATES

"Special Notices" column—two cents per word first insertion; one cent per word each subsequent insertion; minimum charge, 25 cents.

Condensed advertisements on first page—two cents per word first insertion; one cent per word each subsequent insertion; minimum charge, 35 cents.

Cards of Thanks and in Memoriam notices and verses—50 cents up to 25 words; all over 25 words, one cent per word.

Auction Sale notices—first insertion, one cent per word when bills are ordered; two cents per word when bills are printed elsewhere; minimum charge, 50 cents; subsequent insertions at one-half above rates.

Display advertising, per inch—1 inch, 50c; 2 to 10 inches, 40c; 12 to 25 inches, 35c; 30 to 50 inches, 30c; 60 to 100 inches, 25c. Special contracts made for advertisers using over 100 inches in stated number of issues.

All notices of meetings and entertainments are advertising and will be charged for, but a reduction from regular rates will be made where the objective is not of a pecuniary nature.

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. Horning, District Passenger Agent, Toronto. C. O. Smith, Station Agent, Glencoe; telephone No. 5. P. E. Lumley, Town Agent, Glencoe.

CREAM AND EGGS WANTED

Our wagon will be on the road all season.

G. W. SUTTON
Agent for Ontario Creamery, Ltd.
North Main St., Glencoe
Phone 89

H. J. JAMIESON FIRE, LIFE AND ACCIDENT INSURANCE

PHONE 92 GLENCOE
District Agent
Manufacturers' Life

inside and out with clay. The plastering was done by putting wood in large holes and plastering both sides with clay. This was called chinking.

The bed consisted of 4 poles for posts and four poles for ends and sides of bed. Small poles were laid on top of sides to take the place of slats. These were covered with the boughs of evergreen and a tick was made of leaves to place on top of the boughs.

The logs that were put into the fireplace were often drawn in on hand sleds, they were so heavy, being sometimes 2 feet thick and 4 feet long. These logs were called "back-logs" and were placed in the fireplace at the back. Smaller logs were placed in front of these and dog irons kept them in place.

Bread was made in large iron kettles (bake kettles, as they were called) and a tight iron lid placed on top of the kettle. This bake kettle was put over a bed of hot coals. The heat was regulated by first getting hot coals pulled out on the hearth and a few ashes put on top of the coals, then another layer of coals and the kettle was set on these coals. Boiling was done by putting the kettle on top of the hot coals. Frying pans were placed on top of the coals also. They had long handles of about four feet.

No lights were used or considered necessary at first as the fireplace lit up the whole house.

Benches to sit on were made of split logs, flat side up. Holes were bored into the logs and poles put in for the legs.

The broom used in the house was made of hickory or blue beech. A small tree was used of 2 or 3 inches in diameter. The bark was stripped off and a stick was used to pound the end of the large stick so it would split up to about 16 inches from the bottom. The heart of the stick was then cut out and the splits were turned back and tied with the inner bark of basswood or slippery elm. The handle was dressed down with a drawknife.

To clear the land for farming trees were cut down and teams were used to draw them into piles. They were then burned. The ground was raked, and seed was planted by scattering it by hand. Then either the ground was raked or dragged with brush to cover up the seed. Grain was cut with a sickle.

Threshing was done by a flail and the first horsepower was a treadmill. Grain was put through a cylinder, and chaff, grain and straw all came out together. They were thrown into the air and the wind separated the grain from the rest. The grain fell on a blanket which had been spread for that purpose.

The grain was then carried for miles on the farmer's back to the mill, and carried home again as flour and bran.

Clothing consisted mostly of linen. Flax was grown and pulled and scutched and made into thread and then woven on a loom. This was for the lighter garments. Wool was made into heavier garments. After the sheep were sheared the wool was plucked and carded and made into rolls and spun into cloth.

Here and There

Although the Canadian Pacific Railway has yet issued no forecast of construction contemplated for 1924, the fact that it has ordered 50,000 tons of steel from the Algoma Steel Company, of Sault Ste. Marie, seems to indicate that its program will be extensive.

According to a statement recently made by the Hon. Charles McCrea, Minister of Mines for the Province of Ontario, 85 per cent of the world's nickel supply is being taken out in the vicinity of Sudbury, where there is an inexhaustible supply of this metal.

Alberta's butter production last year was 18,500,000 pounds, or 2,600,000 pounds more than in 1922, according to reports presented at the annual meeting of the Alberta Dairymen's Association. It was not so long ago that Alberta was using butter imported from New Zealand.

The year 1923 was a favorable one in the building and construction activities of Canada, and returns show an advance of about 10 per cent. In 1922 the total expenditures in this regard were \$315,000,000, and in 1923 \$345,000,000, an increase of \$30,000,000.

Exports of pulpwood from Canada for the year 1923 amounted to 1,384,230 cords, compared with 1,011,332 for 1922, an increase of 372,898 cords or 35 per cent. The 1923 figures are equivalent to about 900,000 tons of newprint, the amount which can be manufactured from that amount of wood.

C. E. E. Usher, General Passenger Traffic Manager, and E. J. Hebert, First Assistant General Passenger Agent, of the Canadian Pacific Railway, have been presented with medals by the French Government, in recognition of their services to the French Exhibition train in Canada in 1921. The medals take the form of tablets on small stands.

Attention has been drawn once more by airship experts in London, England, to the fact that the only known supply of helium gas in the British Empire exists in the Province of Alberta, that 10,000,000 feet of this gas is going to waste annually in this province and that the possibility of establishing an airship base at some future date in Alberta is being discussed.

FEBRUARY SCHOOL REPORTS

U. S. S. No. 17, Moss
Average attendance, 10; number on roll, 12.

Highest in spelling—Archie McKellar, Prudence Moore.

Sr. IV.—Zelda Munro, Mary McLachlan, Lloyd Little.

Jr. IV.—Viola Munro, Kenneth McKellar, Hugh Leitch.

III.—Prudence Moore, Duncan Leitch, Harley Lease.

I.—Archie McKellar, Innes Graham.

Primer.—Donald Seale, Corinne Howe, Teacher.

S. S. No. 16, Caradoc

Names are in order of merit. Those marked with an asterisk were absent for part of examination:

IV.—Dorothy Hiscox, Blanche Hardy, Laura Collier, Clara Near, Marguerite Hansford, Marion Campbell, "Clarence Beattie."

Sr. III.—Margaret Dewar and Marjorie Mook (tie), Eleanor Mook, Phyllis Bees, Pearl Near, Lena May Hansford.

Jr. III.—Roy Hardy, Melvin Gough, Alice Griswold, Jack Hansford, Ver-na Hagerty, "Leonard Long, Gordon Huston, Jack Kahne, "Austin Pettit.

Sr. II.—Wilbert Huston, Stanley Goull, Friele Hiscox.

Jr. II.—Archie Hagerty.

I.—Helen Shoup, Dorothy Brown, Harold Carruthers.

Primer.—Florence Dewar, George Oliver, Lourine Laing, Evan Pettit, Lawrence Campbell.

Agnes McNabb, Teacher.

S. S. No. 13, Ekfrid

Sr. IV.—Possible marks 750—Cam-eron McTaggart 534, Hazel Perry 527, Barbara Sinclair 523, Harold Cushman 519, Kenneth Peckham 493, Earle Edwards 489, Evelyn Stephens 470, Mabel Black 468, Dora Stevenson 452, Ivan Cushman 434.

Jr. IV.—Albert Nevin 540, John Jeffrey 530, Jessie Jeffrey 520, Howard McIntyre 480, Norris Cushman 450.

Sr. III.—Possible marks 550—Alice Bardwell 480, Eva Bardwell 468, Ed-ison Hughes 413, Harley McDonald 404, Dorothy Hughes 392, Eleanor McColi 384, Marie Huston 384, Kenneth Johnson 376, Duncan McTaggart 375, Gladys McIntyre 348, Howard Pole 346, Alice Galbraith 345, J. D. McGill 345, Morley Payne 320, Howard Cushman 317, Alice Black 312, Kathleen McColi 294, Hughie Rankin 285.

Jr. III.—Alex. McTaggart 321, Leo Cushman 297, Olive Hughes 288, Kelly Norris 271, Stewart Pole 270, Luke Jerrey 267, Ardell Gough 264, Alfred Rankin 263, Lorne Gast 263, Thelma Leith 214.

Lewis H. Payne, Principal.

II.—Possible marks 550—Annabel Macle 422, Douglas Sinclair 403, Beryl Payne 385, Claire Perry 381, Emma Gough 323, Jack Howe 302, Edith Philpot 282, Vera Jeffery 263, James Black 165, Evelyn Cushman 205.

I.—Possible marks 300—Ruby Stephens 280, Dorothy McDonald 239, Marjory Galbraith 236, Esther Web-ster 235, Stewart Bardwell 206, John Watson 198, Katie Gough 197, Norman Hughes 192, Helen Rankin 156, John Hughes 130, George Webster 120.

Primer.—Possible marks 300—Mar-garet McDonald 265, Ada Black 259, Lloyd Pole 225, Tommy Howe 207, Donald McIntyre 197.

Anna Farrell, Teacher.

S. S. No. 14, McCalfe & Ekfrid

Sr. IV.—Florence Moore 82, Archie Carruthers 75, Christopher Carruthers 64.

Jr. IV.—Orville Towers 77, Charlie Towers 50.

Sr. III.—Dennis Giles 70, Martin Walker 71.

Jr. III.—Lloyd Munroe 63, Ernie Moore 55, Bruce Moore 54.

II.—Phyllis Giles 86.

Sr. Primer.—Verna Moore 78, Elizabeth Carruthers 76.

Jr. Primer.—Ireta Walker 75.

Perfect attendance, no lates—Archie Carruthers, Dennis Giles, Bruce Moore, Lloyd Munroe, Ernie Moore.

Highest in stars for perfect spelling—Dennis Giles; primer, Elizabeth Carruthers.

Gladys Lunn, Teacher.

S. S. No. 1, Moss

Jr. IV.—Edwin Gould 78, Alice Treastin 76, Ruby McQuillan 72, Eth-el George 67, J. C. Copeland 41 (a).

Sr. III.—Marjorie Weekes 79.

Jr. III.—Geraldine Anthes 77, Josephine Cameron 69, Ethel Henderson 67, Willie Snyder 52, Lizzie Copeland (a).

Sr. II.—Maurice Weekes 87, Eugene Lamont 85, Frances Hartford 82, Charlie Siddall 40.

Jr. II.—Alfred Sharp 85, Edith Henderson 58, Harold Henderson 57, Marguerite McRae 52, Howard Hart-ford 51, Waneta Caldwell (a), Weir McRae 40.

Sr. I.—Marion Siddall 79, Gladys Henderson 70, John Walker 65, Beatrice Copeland 60 (a).

Primer.—Eugene Gould 75, Jenave Sharp 75, Willie Hailstone 74, Cassie Dewep 70.

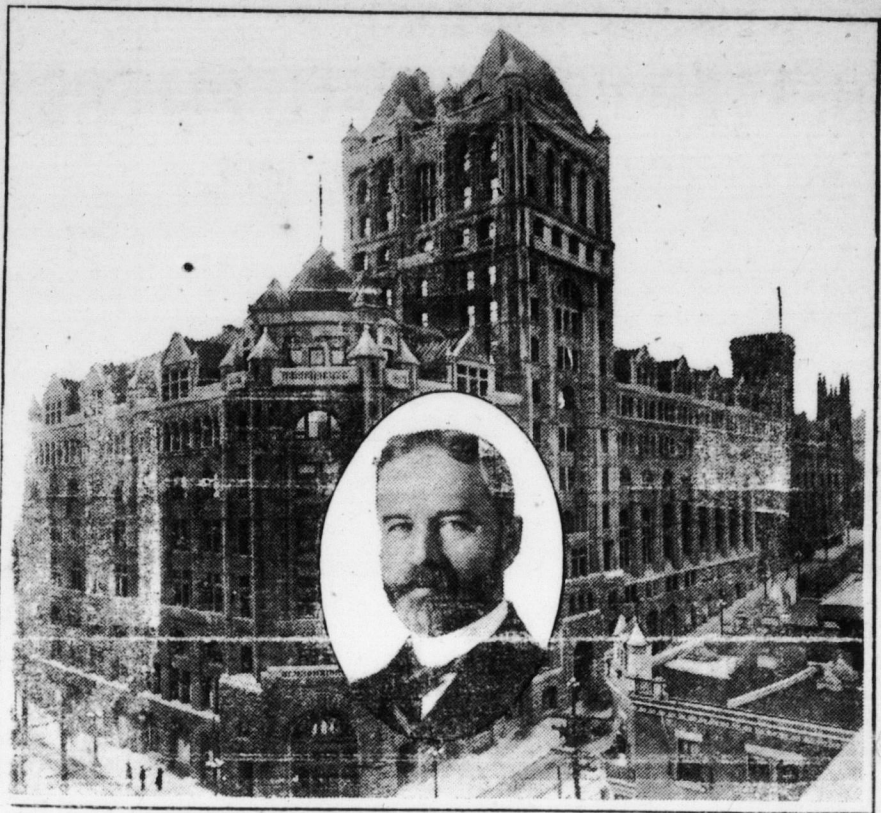
Average attendance, 23.

Jeag Welch, Teacher.

An Oil Without Alcohol.—Some oils and many medicines have alcohol as a prominent ingredient. A judicious mingling of six essentials compose Dr. Thomas' Electric Oil, and there is no alcohol in it, so that its effects are lasting.

Save money by renewing your subscription to daily newspapers at The Transcript office.

Large Percentage of Accidents Preventable



Visions station, Montreal, headquarters of the Canadian Pacific Railway. Inset, Mr. E. A. Cunningham, who says that the study of safety is not a matter for large corporations, but is as broad as the nation is wide.

Mr. E. A. CUNNINGHAM, efficiency engineer, as well as practical hints on industrial hygiene; the prevention of accidents; publicity advertising, and motion pictures that impress the lesson of prevention and avoidance. There is no reason why this good work might not be successfully carried out, in the schools, by the Rotary, Kiwanis, Lions, and other clubs; in the church itself, as well as in the shop, factory, railway employ, or elsewhere.

Visits to plants where safety appliances have been installed convey a striking testimony. A careful worker is the best safety device, after an employer has done his duty to his employees to the best of his ability. The dissemination of knowledge by the traffic section of the Safety League will eventually pay dividends and pay in health by escape from hazards. Organization against accidents can save life and limb, and expresses itself in warning signs, appeals to be careful and in safety committees. The motto nowadays should be not so much "Safety First," but "Safety at All Times." The good work being done by those who have saddled themselves with the labor of love of conserving the life and limb of the community should set the populace thinking, with the net result of declining casualty lists, and more contented citizens.

The "Stop—Look—Listen" campaign now under way is a most commendable one, and if it could be carried into effect, at all times and under all circumstances, by all classes of the community, what a happy, healthy place this metropolitan city of Montreal would be, and what a harvest of indirectly beneficial results would be garnered in by the obviation of accidents, deaths—and their consequential unhappiness and loss. The railway men's motto is an excellent one, which says—"When in doubt, make sure." Those with any degree of responsibility might with advantage take the advice to themselves and act thereon.—Montreal Gazette.

Platform express body with weather-proof cab for cargo, express, wheel-liners and general delivery.

Anthony steel dump body, chain hoist, adjustable tail gate for coal, builders supplies, construction and municipal use, for garbage etc.

Panel body mounted on Ten Chassis for retail package delivery, meat, laundry, hardware and groceries.

All purpose farm body for grain, market produce, hay, manure, etc.

Platform stock body, removable racks. General trucking type for cattle, express, wheel-liners, lumbermen and farm use.

Standard bus body for school or general passenger work.

Light express slip-on body for all fast light delivery work.

Why Ford Predominates

Used In Every Field of Transportation.

Truly amazing is the versatility of the Ford.

In passenger transportation the Ford car has achieved unparalleled popularity. In freight transportation the Ford One-Ton Truck has proven pre-eminently successful—so successful that it has been adopted in almost every conceivable line of business.

Its adaptability has produced a variety of bodies, types of which are shown herewith.

As a result of this remarkable adaptability, plus consistent economy, two out of every three commercial users in Canada have chosen the Ford.

See Any Authorized Ford Dealer

Ford

CARS · TRUCKS · TRACTORS

GALBRAITH BROS., FORD DEALERS, APPIN, ONT.