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General Botha's Discoveries

General Botha was accorded magnificent ovations at Capetown and Johannesburg on his return from his victorious campaign in German Southwest Africa. In his speech at Capetown on the occasion of a banquet accorded him by the citizens, the general made the announcement that the most interesting discovery in that quarter was a map made by an educated German on the basis of a supposed peace to be concluded in 1916 at Rome. It showed the whole of Africa south of the equator as a German possession except a very small portion marked "Boer Reservation." Other maps found were equally significant in disclosing the German designs on the integrity of the union territory. Plenty of information is in existence regarding German intrigue before the outbreak of war. Gen. Botha stated that he now knew that Colonel Maritz, who engineered the Boer rising, had communicated with the German governor of Southwest Africa as early as 1913 and had received an encouraging reply. The governor, the general further intimated, had been in correspondence with the Kaiser, who returned the answer:—"I shall not only recognize the independence of South Africa, but even guarantee it, provided the rebellion is started immediately." Speaking later at Johannesburg, Gen. Botha declared that he had not undertaken the expedition with the object of land-grabbing, but the Kaiser's telegram had altered his attitude. The safety of the union undoubtedly depends on the elimination of Germany, whose intrigues caused serious trouble and whose native policy was a constant source of danger.

Inoculation Triumphs

We hear very little of the horrors which, a year ago, were suffered by our soldiers at Valcartier during the process of vaccination. The critics of that time have shut up; in fact, have been buried alive by the evidences which have accrued in Flanders since the war began. The momentary inconvenience, the passing pain and the physical depression of vaccination in the 30,000 troops which passed through the training camp at Valcartier, was all a part of the process of inoculation from the dread scourge of typhoid. It is not too much to say that without the precautionary typhoid serum, the area of fighting ground would to-day be untenable. It is not too much to say that the entire Canadian, French and Belgian armies would have suffered more "casualties" by typhoid fever than by German bullets or shells. Yet, is it not remarkable that we hear of no deaths from typhoid? There have, indeed, been several deaths reported, but, in each and every case, it has been proven that the victims were "free Britishers" who took advantage of their discretionary powers in regard to whether or no they should be inoculated.

It would seem from the absolutely established facts of the case, that the Governments of the world should in future insist upon universal vaccination. The individual who claims that vaccination is futile knows not whereof he speaks. He should be protected from his ignorance. Statistics in the past and during the present terrible war have established a case for vaccination, which will never be upset, not even by the occasional accident, which, as the proverb says, will happen in the best

regulated families. Typhoid may carry off even a person who has been inoculated, but so will a broken leg on occasions.

TAKAKE

The story of Jack the Giant-Killer has always fascinated. One small boy destroyed a great menace. So it is with the wonderful TAKAKE, which unaided destroys the Giant Pain. Headaches, Rheumatism, Sciatica, Neuralgia, Sleeplessness, and ALL nervous affections, fly before it to their utter destruction. Because you have used all other remedies without results, is the best reason for using TAKAKE, which gives quick and permanent relief in the most chronic cases. One of its many attractions is its absolute freedom from any habit forming drug. Use one box, and the result will show you that, like little Jack, you can live happy ever after. Get TAKAKE! There is nothing the same or just as good. 50c at your druggist's, or 45c by mail from Georgian Mfg. Co., Collingwood Ont.

FOR TOWN PLANNERS.

New Nova Scotia Act Arouses Wide-spread Interest.

From a fire prevention standpoint, the new town planning act passed in Nova Scotia is arousing great interest among the municipal experts of the Dominion. It will revolutionize the methods of developing real estate and of controlling building operations in that province. Under the act a local town planning board must be appointed in every urban and rural municipality, and a town planning controller has to be appointed for the whole province. No street can hereafter be laid out, or any subdivision made unless the plans are approved by this board. Within three years every board must either prepare a town planning scheme or a set of town planning bylaws with the following minimum requirements:

1. The distance between buildings to be not less than 60 feet and up to 100 feet on opposite sides of existing streets, both in respect of new buildings and reconstructed buildings, and to be not less than 80 feet on new main thoroughfares, whatever the width of the street.
2. Land to be reserved for new main thoroughfares not less than 60 feet in width, and provisions made for allowing narrow streets of from 24 to 40 feet, where not require for through traffic.
3. The number of dwellings to be limited on each acre, all windows of dwellings to have adequate light and air, separate areas to be prescribed for dwellings, factories, stores, etc.

Property is not to be deemed to be injuriously affected for purposes of compensation by reason of the following restrictions on its use, if the Commissioner of Public Works is satisfied that they are reasonable for the purpose of securing amenity:

1. Prescribing space about buildings.
 2. Limiting the number of buildings to the acre.
 3. Limiting the height of buildings.
 4. Prescribing the use or character of buildings, i.e., whether the land shall be used for dwellings, factories, etc.
- It is an essential part of the act that there shall be co-operation between municipalities and owners and between adjacent municipalities. Ample safeguards are provided to prevent any person erecting buildings or subdividing land so as to contravene a proposed scheme or by-law, while either is being prepared. The local board has power to buy land up to 200 feet in depth on the frontages of new roads or reconstructed roads. The price of any land to be expropriated must be the market value and no extra allowance is to be made for compulsory purchase. The act has been drawn up in consultation with the Commission of Conservation and immediate steps will be taken to put it into force in the province.—Bulletin.

To have the children sound and healthy is the first care of a mother. They cannot be healthy if troubled with worms. Use Mother Graves' Worm Exterminator.

B. C.'S TIMBER WEALTH.

Various Conditions Check the Development of the Industry.

The annual report of the Forest Branch of the Department of Lands, B.C., H. R. Macmillan, Chief Forester, takes up what is a very vital consideration to British Columbia, that of its timber resources. In future there can be no doubt that the timber of British Columbia must look for its full development to the inauguration of a firm and business-like export policy. At present it would seem that little can be done in that direction, as ocean rates on such commodities as timber are very high, and insurance is almost prohibitive, in certain quarters. The report in question indicates what an immense natural resource the province possesses in its timber. Almost at the outset the chief forester says:

"The market problem confronting the lumber industry and the Government's efforts to assist in solving it, are dealt with in the following report. The first hint of war temporarily paralysed building operations in the market supplied from the Pacific Coast. The lumber industry, which was in a weak condition following the inflation of a year ago, was brought to a dead halt. The effects are now felt in every community throughout the province by every class of the population, for this industry furnished our greatest export product, met the adverse balance of trade in every community, and provided settlers with a market for both their labor and their produce. In the majority of the villages and towns in the province prosperity will return quickest through revival in the lumber business. There is no lack of lumber to cut; there is no lack of mills to cut it. It is the market that must be sought, both in Canada east of the Rockies and in the United States from the Mississippi Valley eastward, in Australia and the Orient, and to a certain extent in Europe. An aggressive campaign for the capture of these markets is now under way in the Northwestern States, lumber manufacturers and the Federal Government pushing it together. I cannot too strongly urge that the most important duty of the Forest Branch at the present time is to assist in extending the markets for British Columbia's forest products. If the present opportunity is lost the lumber industry of this province will have a long uphill fight in establishing its position."

The report continues:—"From the earliest day the pioneer industry of British Columbia has been the manufacture of forest products. Of all the resources with which the province is endowed, the forest, because of its quantity, high quality, varied usefulness, and accessibility to many waterways and transportation routes, has been the resource from which the population of most districts first sought their livelihood. The fact that agricultural development in many sections of the province has waited upon the market for labor and for produce provided by the lumber industry has done much to make our forest industries prominent."

"A province so noted for its forests has naturally attracted workers and investors who have received their training in other forest regions, and who are eager to take part in the development of the last important stand of commercial timber in Canada. It is not surprising, with these considerations in mind, to find that British Columbia led all the provinces in Canada in lumber production in 1913, and that the manufacture of forest products was the province's most important source of wealth."

Ontario Model Schools.

The Department of Education of Ontario are conducting at present summer model schools at Bracebridge, Gore Bay, Ottawa, Port Arthur, Sharbot Lake and Sturgeon Falls. The schools at Ottawa and Sturgeon Falls prepare students for teaching in the English-French Public and Separate schools, while the purpose of the others is to prepare teachers for teaching in the districts and the poor parts of the counties, which, on account of their remoteness are unable to secure the services of teachers holding first or second class certificates. The schools furnish three courses, a first and second professional course and an academic course.

In 1914 the number in attendance at these schools was 366, of which 58 obtained limited third class certificates valid for five years, 160 obtained district certificates, and 93 obtained extended districts certificates.

In order to encourage the students to attend these schools, the Department of Education pays \$3 a week of the cost of board and lodging, and one single fare and one-third of the traveling expenses.

Chalk as Fuel.

In Canada a coal peat fuel has been utilized somewhat extensively, the peat being mixed with coal-breeze and then pressed into briquettes. Such fuel has been found of ancient and economical.

But it is not generally known that chalk, of which there are large deposits in Canada, can be converted into a profitable fuel. If the chalk

is pulverized and then combined with 30 per cent. of breeze and 10 per cent. of solidified tar, the mixture being compressed into small briquettes or pebbles about the size of a chicken's egg, the chalk briquettes will burn with perfect satisfaction either in an open grate or under a boiler. The fuel has the advantage of being smokeless, has a high calorific value and burns freely.

The cost of producing such fuel may be decreased by utilizing the refuse and garbage collected from the household dustbin as one of the constituents of the briquette. The residue of such fuel possesses an economic value, inasmuch as lime forms the larger portion of the ash.

MONTREAL IN WAR TIME.

Strange Conditions Prevail in Canadian Metropolis This Year.

Unique conditions prevail in the port of Montreal this season. Ships are few and unknown; they come heralded by the owners and shipping companies, but they slip away to sea without a word in the papers and with no announcement of their sailings. The Marine Signal Service, although it knows their whereabouts at all times, does not list outgoing liners on its reports. The harbor is under a strict military and police control and only those who have good reasons for entering within the limits of the port are permitted to visit the docks.

There is a great increase in the numbers of Norwegian vessels coming to Montreal in the freight trade. These are neutral in the war and, to emphasize their neutrality, and to afford some more protection from the pirate craft of the Germans, they have their names painted in huge white letters on the sides of the vessels, and also the flag of Norway painted on the hull of the ships in two or three places on each side. But even then the Norwegians know that their is a big element of danger in their career, but freight rates are high and loads are sure in the port.

Most of the ships which have docked here this season have been strangers to the St. Lawrence. They have come from the ends of the universe almost. The Statesman, for instance, had just finished carrying big shells to the Dardanelles for the Queen Elizabeth; the Norwegian ship Drot saw a Danish cruiser threaten to open fire on a German ship a month ago because the German was threatening to sink a Norwegian merchantman in the territorial waters of the Norse. The Donaldson liner Cassandra carried back to Liverpool from Newport News the Britishers who were prisoners of war on board the German raider Kron Prinz Wilhelm. A big freighter came into port with her name completely obliterated and only "E-8012" as her identity. One morning the Cameronia—a big New York Cunarder—slipped into the port; the same night she slipped out again with the 24th Battalion on board. The soldiers are in England now.

The Marine Signal Service is having the troubles of its life. Ships that it never saw before suddenly appear in the river inbound. Their names are unknown; their company colors are painted out; they are a dull, dirty grey from water line to mast-head. In many instances the best operators can do is to report a "two-masted steamer" off shore, or possibly hazard a guess as to the identity of the stranger. Passenger ships are few this season. The needs of the Admiralty are paramount, and any ship that arrives here may be taken with little ado and sent to sea again on some voyage in connection with the war.

An innovation this season is the loading of several lake ships direct for the British Isles. The Glenfoyle is an instance. She loaded 122,000 bushels of oats on board at Kingston. Then when she had passed the canal she took on more grain for the ocean trip. Other vessels are expected to follow her example. Then over twenty of the biggest freight carriers of the lakes have been chartered to enter the coasting trade of the Atlantic. Some of these ships are carrying coal to Montreal from Sydney; others are running along the Atlantic coast from Labrador to the Bermudas.

Shells Made In Canada.

The works manager of one of the largest machine shops in Canada said the other day that Lord Curzon's statement regarding the manufacture of shells in Canada were literally correct, but that they carried a certain misapprehension.

"It depends upon just what is meant by a complete shell," he said. "If Lord Curzon meant that the projectile itself was not manufactured complete in this country, he is mistaken. The only part of a complete shell that is not made or cannot be made in Canada to-day, is the copper band, and that will soon be manufactured here.

"Regarding the deliveries, last August there was not a shell of any description being manufactured in Canada, except a few at the arsenal at Quebec. We received the orders and we had to work and learn to make the shells. This meant that we could not deliver out of stock, and hence Lord Curzon's statement is literally true that the deliveries have been made or flow."

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SOCIETIES.

Court Lorne, No. 17 C.O.F.

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B. Smith, C. R. F. H. Hume R. Sec., T. E. Collier, F. Sec.

COUNTY OF LAMBTON

Treasurer's Notice as to Lands Liable for Sale for Taxes A. D. 1915

Take notice that the list of lands in the County of Lambton liable for sale for arrears of taxes by the Treasurer of the County has been prepared by me and that copies thereof may be had in the office of County Treasurer.

And further take notice that the list of lands liable for sale as aforesaid is now being published in the Ontario Gazette in the issues thereof bearing date the 10th, 17th, 24th and 31st days of July 1915.

And further take notice that in default of payment of the taxes in arrears upon the lands specified in said list together with the costs chargeable thereon as set forth in the said list so being published in the Ontario Gazette before the day fixed for sale of such lands, being the 16th day of October A. D. 1915, the said lands will be sold for taxes pursuant to the terms of the advertisement in the Ontario Gazette.

And further take notice that this publication is made pursuant to Assessment Act 4, Edward VII Chapter 23 and Amendments. Dated at Sarnia this third day of July A. D. 1915.

HENRY INGRAM, Treasurer of Lambton, J16-13t.

OUR CLUBBING LIST

THE GUIDE-ADVOCATE AND

- Family Herald and Weekly Star \$1 85
- Weekly Mail and Empire..... 1 85
- Weekly Farmers Sun..... 1 85
- Weekly London Free Press... 1 85
- Weekly London Advertiser... 1 65
- Saturday Globe..... 2 00
- Northern Messenger..... 1 40
- Weekly Montreal Witness.... 1 85
- Hamilton Spectator..... 1 85
- Weekly Farmer's Advocate... 2 35
- Daily News..... 3 00
- Daily Star..... 3 00
- Daily World..... 4 00
- Daily Globe..... 4 00
- Scientific American..... 4 75
- Mail and Empire..... 4 00
- Morning London Free Press... 4 00
- Evening London Free Press.. 3 00
- Morning London Advertiser.. 3 00
- Evening London Advertiser.. 3 00

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