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For the next Ten Days we are offering special values in all lines of Shoes, Strap Slippers, and Oxfords.

In this special offer we have included Shoes and Slippers for all members of the family.

Some lines show a complete range of sizes, others just an odd size. It will pay you to come early.

For Men	For Women	For Children
Brown Calf Oxfords, Black and Brown Calf Bals. and Bluchers, Black Dong, Bals. and White Canvas.	Patent Strap Slippers, Patent Oxfords, Dong Oxfords and Slippers, Brown Kid Slippers and White Canvas.	Patent Strap, Brown Kid Strap, Brown Kid Oxfords, Brown Sandals and White Canvas.
Priced from \$2.98 up.	Ranging in price from \$2.35.	Priced from 90c up.

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### CREAM SEPARATOR

Easy to fill.  
Easy to turn. Easy to clean.  
Easy Terms.  
Safe and Durable.  
See one before buying.

## D. M. McKellar

Flat crêpe is making many of the smartest street and afternoon frocks of the season. The model pictured developed in this fabric is a new straight-line creation with the 1800 line-line blouse. One of the many new frocks to be found in the

*Summer Fashion Book*  
together with  
*PICTORIAL REVIEW PATTERNS*  
for August

Each pattern is furnished with a cutting and construction guide that makes dressmaking a real joy.

Dress 1780  
45 cents

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## The Transcript

Published every Thursday morning from The Transcript Building, Main Street, Glencoe, Ontario. Subscription—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 Western Ontario, and its readers are the leading farmers and townspeople. It is a first-class advertising medium. Rates on application.

Job Printing.—The Jobbing Department has superior equipment for turning out promptly books, pamphlets, circulars, posters, blank forms, programs, cards, envelopes, office and wedding stationery, etc.

A. E. Sutherland, Publisher.

### HIGHWAYS THAT ARE NEEDED

In another part of this paper Mr. Alfred Aldred, of Crinan, presents an illustrated article showing the route of a proposed "Central Provincial Highway" through Southwestern Ontario linking up the Talbot, Longwoods and Sarnia Provincial Highways with Grand Bend and the Provincial Highways of Huron, Grey and Bruce counties.

We believe that Mr. Aldred is right in his contention that the route as outlined would not only be the shortest and easiest to construct of any that could be proposed but that it would at the same time serve the needs of a greater extent of territory. If such a road could be graded and gravelled and otherwise improved to the extent of making it a highway sufficient to meet all reasonable demands at such comparatively little cost as is stated we think the Highways Department would be quite justified in designating this route for a Provincial Highway and going on with the work immediately. The Department, too, would undoubtedly be consulting the best interests of the Province as a whole if they were not to undertake any more highways paving or widening until the country is better served with ordinary good roads.

The article by Mr. Aldred is one that should be of decided interest to the people of all of Southwestern Ontario and the Highways Department as well, and we commend it to their attention.

### THE NEW EGG LAW

A new and equitable law providing that eggs be bought from producers according to grade and that they be sold to consumers according to grade is now in effect. There are five grades in the fresh class: Specials, extras, pullet extras, firsts and seconds. The first named are eggs of uniform size, weighing 24 ounces to the dozen and over, air cell small and not over three-sixteenths of an inch in depth. Extras weigh 24 ounces to the dozen, pullet extras 20 ounces, firsts 23 ounces and seconds and all other eggs that fall below the requirements of the other four classes. The new act will not affect the farmer immediately but its value will be impressed upon him by degrees. It will be the buyer who will be required to grade the eggs. He in turn will demand that the merchant from whom he buys grade them and the merchant in turn will demand from the producer that they be candied and graded before being brought to his store. The new law may make more work for the farmer's wife, who generally depends upon money from eggs

for her national bank, but as "specials" and "extras" will demand a larger price than the other classes, more money will flow into the bank while at the same time the buying public will be protected from unscrupulous farmers and dealers who often in the past have sold packed eggs at fresh egg prices.

### WHERE TO BEGIN

(London Advertiser)

A farmer, writing to the Glencoe Transcript, protests against articles which are appearing in the papers urging that they—the farmers—shall speed up production to "lower the cost of living, pay off the war mortgage, save the country from drifting into bankruptcy," etc.

The farmer who writes the letter claims that at no time have farmers as a class been unwilling to respond to any call made on them, but he fails to see how it is going to help matters to increase production when in many cases the prices received are below the cost of production.

He says he is tired of reading material sent out by well-paid government officials telling the farmers that it is necessary to farm better, to be more economical, and all the rest of it.

Nor is it to be wondered at that he feels his nerves get the better of him at times. If it is necessary—and it is—to have a campaign for economy in Canada, leadership should be established, and that leadership can best assert itself by starting at the top.

Canada has not yet balanced her budget. The country realizes that there are heavy claims on account of war costs and the interest on war loans; that the fixed charges of the National Railways are still a direct levy on the public purse—but the presence of these prior claims which must be met makes it all the more imperative that other things must wait until we get to the point where it can be said that the national debt has ceased to increase; indeed it has started to recede.

Rightly or wrongly, the people in the country look to Ottawa for leadership. They look for steps that may be drastic, and they are prepared to sanction and approve these steps. These same people are ready to take step for step with any measure brought forth to give us simplicity, efficiency and service at a price we can afford to pay.

Small wonder that the farmers get out of patience occasionally with the amount of advice on economy and production that is turned their way.

### REAL START ON ECONOMY

By ordering a discontinuance of work on the widening of rural highways Hon. Geo. Henry has given the first tangible proof that Premier Ferguson was not using idle words when, in one of his first public deliverances since the election, he declared the intention of cutting all expenditures to the bone.

The general widening of rural Provincial highways to eighty-six feet was one of the greatest mistakes made by the former Minister of Highways. To give a width of eighty-six feet to a rural highway that connected with sixty-six foot street allowances in urban centres was surely a case of putting the cart before the horse. This involved, moreover, taking out of cultivation, in the aggregate, a large area of farm land, much of it among the most productive agricultural land in the Province. It was in many cases accompanied by the destruction of valuable shade and fruit trees. In all cases, it necessitated a very heavy expense for new fencing.

The continuance of this policy would be unjustifiable under any circumstances. Under existing financial conditions it would be the height of folly. The new Minister of Highways is to be commended for calling a halt.—Farmer's Sun.

### PUBLIC SCHOOL PROMOTIONS

S. S. No. 4, Metcalfe

Entrance.—John D. McCallum.  
III. to IV.—Anna McDougall 365, Nell W. Walker 358, Colin C. Walker 356.

II. to III.—Meryl Munro 451 (honours), Lorne McDougall 410, Charles Giles 407, Mabel Arnel 385, Stewart Walker 383.

Primer to I.—Margaret Galbraith, Isabelle McAlpine, Teacher.

S. S. No. 8, Mosa

II. to III.—Munro Campbell, Sarah Campbell.

L. Collins, Teacher.

S. S. No. 12, Mosa

Entrance.—Anna B. McVicar (honours), Nelma McVicar, Carrie McLean, Winnifred McLean, Miss B. Purcell.

Jr. IV. to Sr. IV.—Malcolm McVicar, James Mitchell.

II. to III.—Gertrude Purcell.

Jr. II. to Sr. II.—Douglas Livingston.

Jr. I. to Sr. I.—Wilbert Cucksey.

Jr. Primer.—Allan Purcell.

Drina V. McAlpine, Teacher.

Pratt's Siding School

Jr. IV. to Sr. IV.—Katharine Gillies, Sr. III. to Jr. IV.—Norman Sherwood, Jack Reycraft.

Sr. II. to Jr. III.—Doris Reycraft (honours), Mamie Logan.

Jr. II. to Sr. II.—Ross Little, Reta Logan, Willie Logan.

Sr. I. to Jr. II.—Duncan Gould, John Teifer, Lorna Sherwood.

Primer to I.—Mary Jane Mitchell, Alty Logan.

Primer B to A.—Albert Gould, J. D. Mitchell.

Margaret C. Brown, Teacher.

S. S. No. 5, Ekfrid

III. to IV.—Jean Bain, Thelma Cyster, Beatrice Raeburn, Lottie Smith, Alvin McKellar, Robert Twiss, Evelyn Raeburn.

II. to III.—Lila Mitchell, Gladys Smith.

I. to II.—Francis Grover, John Smith, Florence Squire, Wilfred Hurley.

Primer to I.—Heleen Grover, Lorne St. Clair.

Bessie McEachern, Teacher.

S. S. No. 8, Ekfrid

Entrance.—Maudie Allan, Frank Brown, Dan Brown, Marion Dobie, Mac, McEwen, Norman Raeburn.

III. to IV.—Helen McEachern 377, David McEwen 375, Chester Thomas 342.

II. to III.—Donald McEwen 425, Vera Brown 376, Willie Reath 338.

I. to II.—Neta Cooke 289, Dorothy Allan 282, Kenneth McEwen 282, Margaret McEwen 280, Mary Coad 276, Mary Dobie 281, Lloyd Reath (promoted).

Primer to I.—Hugh Allan 196, Ada Brown 213, Roy Cooke 167, Marie Hyndman 214, D. N. McEachern 182, Helen Squire 209, Amos Thomas 198, William Tait 177, Jean Wilder 159, Mattie McEwen, Teacher.

STRATHBURN

Mrs. A. D. Davidson and her grandchild and Andrew Darling motored from Duluth to visit friends in this vicinity. They are now visiting at G. Poole's.

David McDonald, of Vancouver, is visiting his sister, Mrs. Duncan R. McEwen, this week.

Mr. and Mrs. David Allan and Mrs. D. H. McEwen motored to St. Thomas last week and visited John Webster.

Mrs. James Trestain is home from the hospital and is getting along well. Mr. and Mrs. McDonald, of Toronto, spent the last two weeks with Miss Margaret Webster.

Will Simpson, of Sturgeon Falls, and his sister, of Windsor, are visiting at their former home here.

### CRINAN

Miss Hilda Blott spent a few days with Miss Vera Dykes last week.

Mr. and Mrs. Duncan McIntyre, John McEwen and Ruby Grose visited at Parkhill recently.

Miss Anna Lawrence spent a few days with Miss Mina Edie.

Mr. and Mrs. A. McKenzie, of Dutton, spent Sunday at A. Newbigging's.

Miss Maude McAllister spent the week-end with Miss Vera Dykes.

Miss Margaret Walker has returned from the hospital. Glad to hear she is doing nicely.

Little Miss Margaret McAlpine, of Glencoe, visited at Mrs. Jamieson's.

A Corrector of Pulmonary Trouble.

Many testimonials could be presented showing the great efficacy of Dr. Thomas' Electric Oil in correcting disorders of the respiratory processes, but the best testimonial is experience and the Oil is recommended to all who suffer from these disorders with the certainty that they will find relief. It will ally inflammation in the bronchial tubes.

The reason there were fewer wrecks in the old horse-and-buggy days was because the driver didn't depend wholly upon his own intelligence.

### TOUR OF THE MARITIMES

(Continued from page one)

second trip. The big boat also serves as an ice-breaker during the winter months, and can break a channel through ice ten feet thick, or can bore through ice which has been piled up sixty feet high, as Mr. Grady, the district superintendent, with whom we had a half-hour chat coming down on the train during the afternoon, told us had to be done last winter. He also described his difficulties with the abnormal snowfall of last winter. For five weeks, he said, they had to have a gang of 3,000 men employed trying to keep the track clear, for the snow was so deep that the snow plows only buried themselves. In many places the snow was so deep that he had to have men on three levels before the top was reached. To make matters worse the strong winds from the ocean would blow it back a foot an hour on some days. When speaking of the houses we forgot to state that the roofs of all the houses on the island are very steep, the slope being at least fifty per cent. greater than ours. This we assumed was on account of the heavy snowfall.

After crossing the Straits during the night we arrived in Moncton, N. B., about nine o'clock Saturday, where we were carried away by auto for a drive of about twenty miles to the city's summer resort on the ocean. The drive itself was through very poor country, which was grown over with shrubs. An informal lunch was served, the main item of which was a barrel of lobsters which were eaten as we wandered about.

Moncton is a prosperous looking city of 18,000. One of its outstanding features is its importance as a railway centre, it being the converging point for several lines. It also contains the workshops and offices of the Canadian National Railways, some 3,000 persons having been employed in these two branches of the service, with a monthly payroll of about \$400,000. The Canadian National headquarters are being moved to Montreal, however, and Moncton residents are wondering just what that will mean to the prosperity of the city.

One of the city's particular attractions to the tourist is the famous "bore" or tidal wave that twice a day comes tumbling up the Petitcodiac River. This is one of nature's phenomena, the like of which is not to be seen elsewhere. At times this "bore" is a solid, rapidly-moving wall of water four to five feet high, and on such occasions is a wonderfully interesting sight. Its cause is the rushing tide from the Bay of Fundy, which, forcing itself through Chignecto Bay, enters the Petitcodiac, where rising to a height of over thirty feet it creates by its pressure the "bore." Unfortunately, we were at Moncton at the wrong time of day to see this interesting sight.

A couple of hours run brought us to Newcastle, where we stopped for an hour and a half and had a drive along the shore of the beautiful Miramichi River to Chatham. This is purely a lumbering district, and we passed quite a number of large lumber mills. Apart from the cities this road had the only piece of permanent pavement we travelled on during the whole trip. The provincial highways there are radically different from those of this section, for they are clay roads kept in condition by dragging, and one wonders what they must be like in the wet weather of the spring. The highways made fairly smooth travelling, but were very dusty and were not at all in the same class as our Bigges roads in Ontario. On our return to Newcastle we were shown the old home of Lord Beaverbrook, who was born and raised there and who afterwards became a millionaire through financial operations in Canada, and then went to England, and has there become a prominent political, financial and newspaper influence.

From Newcastle we ran to Campbellton, the last half of the journey being along the beautiful shores of the Bay of Chaleur. This is a distinctly lumbering district, and there are many big mills in the section. Campbellton is a town of about 5,000 population which was completely destroyed by forest fires ten years ago, only four houses being left. It was quickly rebuilt, and is again a thriving town. From here during the night we ran to Quebec, where we arrived about nine o'clock, and found one of the government steamers waiting to take us for a short trip along the river, showing us Wolfe's Cove, the big Quebec bridge and other points of interest. Our return allowed us an hour or so to ramble around the city before lunch, which we had at the Chateau Frontenac as guests of the C. P. R. The afternoon was spent in a drive to Government House and by drive around the city, visits to the fort, some of the churches, etc. We left during the late afternoon, arriving in Toronto about nine o'clock on Monday morning—election day.

The whole trip was a wonderful educational feature. Knowledge was obtained of Eastern Canada which could not be obtained in any other way. It was made in the most beautiful weather, and there was no accident to any member of the party and no illness. The carrying of the special train party for over 3,000 miles on trains, boats and motor cars with out accident was a tribute to the railways and their officers and to the care of the citizens at all the points visited. The train ride from Toronto home was the only disagree-



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The "Toronto" Tower will stand for a lifetime because it is the heaviest, strongest and best-braced one built for any windmill.

There's no piece of farm equipment that gives so much service over so long a period with so little attention as a good windmill. That's why I recommend the Toronto Self-Oiling Windmill so highly. Lots of Toronto Windmills have given from eighteen to twenty years' service with practically no attention outside an occasional oiling and are still operating satisfactorily every day.

In the Toronto Self-Oiling Windmill all gears operate in a bath of special oil affected by neither heat or cold—every bearing thoroughly and automatically lubricated. New oil is required "only once a year."

If you already own a Toronto Windmill, I can give you this self-oiling feature by merely interchanging the head and using your present wheel. Most Toronto Windmills, too, can be made absolutely self-regulating in operation.

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APPIN - ONTARIO

## TORONTO SELF-OILING WINDMILLS

able travel we had, for it was exceedingly hot and we were glad to get home again, fully convinced that we lived in the best province of the Dominion and in the best section of that province.

### THE CALL OF GEORGIAN BAY

Georgian Bay—that gleaming stretch of Lake Huron's waters, dotted with 30,000 islands of all shapes and sizes is one of the most delightful and popular of Canada's summer playgrounds.

It is so beautiful and there is so much to do—canoeing, bathing, fishing, yachting—all these delights await the lover of the water. On land there are sports aplenty—tennis, golfing, lawn bowling, picnicking and dancing for those on pleasure bent and for those who are weary of the gay social whirl, hundreds of alluring trails over wooded heights and camping grounds where primitive pleasures restore the jaded spirits of the city dweller.

The shoreline of the Bay is dotted with resorts to suit every taste. The breezes from across the broad expanse of Lake Huron are always cool and invigorating, and the waters abound in black bass, muskellunge, salmon, trout and other fish. Hotel accommodations are good.

All the chief points on Georgian Bay are reached by Canadian National Railways and descriptive booklet may be procured free from any of their agents.

### CHEERIO NOTES

On Friday evening, July 13th, the Cheerio Club met at the home of Isaac Walker. A game of soft ball was played, after which all participated in several games on the lawn. M. Reycraft occupied the chair during the indoor program, which consisted of a recitation by Marjorie McEwen, humorous readings by Miss Helen McCutcheon and Fred McEwen, songs by Walter Walker and the reading of the "Live Wire" by Miss Jean McEachern. A dainty lunch was served by the hostess.

Two weeks later a meeting of the club was held at the home of David Currie, at which over thirty young people were present. The usual game of soft ball was played, followed by several enjoyable games on the lawn. The president, Miss Agnes McEachern, opened the meeting by having all present sing one of the club songs. The secretary's report was then read.

by Miss Susie Gardiner, a recitation given by Fred McEwen and a splendid "Live Wire" read by Miss Lillie Henderson. Games were then played and an appetizing lunch was served by the hostess.

The best place to live is just within your income.

## 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.

### NOTICE OF DISSOLUTION OF PARTNERSHIP

Notice is hereby given that the Partnership heretofore existing between us the undersigned as "Crummer and Strain" has this day been dissolved by mutual consent. All claims against the said partnership in respect of the contract for grading and widening the Talbot Road in the Townships of Aldborough and Orford are to be presented to the undersigned Charles Crummer, by whom the same will be settled. All claims against the said partnership in respect of grading and widening the Longwoods Road in the Township of Ekfrid are to be presented to the undersigned William J. Strain, by whom the same will be paid. Dated at Chatham this 23rd day of July, A. D. 1923.

J. C. Stewart. W. C. Crummer, W. J. Strain.

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