THE
Flesherton Advance
An independent newspaper, published every Thursday at the office, Collingwood Street, Flesherton. Subscription price $1 per annum, when paid in advance ;$1.50 when not so paid .Advertising rates on application. Circulation 1,100 weekly.
W H. Thurston- Editor

Flesherton Methodist Church

Rev. James Dudgeon, pastor.

Thursday, 8 p. m. Prayer Meeting.

Friday at 7.30 p. m., choir practice. Those desirous of joining the choir will please meet Miss Plewis at this hour at the church.

Sunday, 10.30 a. m. Class Meeting.

11.am and 7 p. m. Rev. Mr. Leece, of Priceville will preach.

Epworth League Monday 8.00 p. m. Irish evening—Debate—"Resolved that the Irish have done more for the world than the English." All welcome.

Flesherton Baptist Church

R. C. Kerr, Pastor.

Bible study at Mr. Kennedy's, Ceylon, Thursday evening this week.

Sunday School 10 a. m., Service at 11 a. m.

THE GEORGIAN BAY CANAL

The Georgian Bay ship canal is at present receiving much attention and it is said the government is rather favorable to it. We hope this is not correct, for, in the words of one of our lake captains, this is one of the biggest fool propositions ever brought forward in this country. The idea of spending four hundred million dollars on a waterway through a wilderness of rocks for a distance of 450 miles, as this absurd scheme calls for, is something that should raise the strongest protest from every Canadian ratepayer. It will not put one cent into the farmers' pocket. It will be of benefit only to the contractor, the promoter and real estate shark. The latter would be able to divide and sub-divide a few thousand square miles of rock surface and palm it off on innocent lambs who submit to the shearing process. And it would be of some benefit to the city of Montreal, where perhaps 95 per cent of its champions reside.

In conversation recently with a captain on one of the largest grain carrying vessels on our inland lakes, The Advance received the benefit of his opinions in no uncertain manner. From the standpoint of utility he said the canal would be of little use, and gave the following reasons for his statement: The large carrying vessel is very sensitive to the helm at low speed, but at high speed it is very difficult to steer. This would necessitate very slow progress through such a canal, and the time consumed in transit through that 450 miles of waterway would make it highly unprofitable. Added to this difficulty would be the want of return cargoes and the necessity for returning west light. At present return cargoes were taken on at the big lake ports, and this made it possible to carry grain at a lower rate than would otherwise be possible. The large grain carrying vessel is a shell of steel and even at lowest speed a collision with a rock would be fatal. This would be one of the greatest dangers of transit through the canal and would make it impractical.

These are considerations that should take first place. They are practical suggestions by a practical man, based on no engineering estimates and altogether independent of any consideration for the enormous outlay entailed. If the route were worth while the investment would be justifiable, and it could no doubt be financed, but in the eyes of our upper lake captains the proposition is too absurd to even be weighed seriously. What they want is a deep-water Welland canal and an international canal on the St. Lawrence. Then they could pick up return cargoes at the lake ports and make inland shipping profitable.

The supporters of a Georgian Bay canal are putting forth herculean efforts to achieve their purpose, and have some of the biggest newspapers in Canada on their side, but their campaign would come to naught if the government allowed the people to decide the question. More than that, we believe that any government that would venture into such a gigantic farce would place its own existence in jeopardy.

A Plea For Mission Helpers

To my old High School Friends:

Glad to greet you all in your different labors. Mostly every one of us are out in the world with ideals and purposes. And shining forth from everyone's life, we cannot help but see the ambition of youth. Give me a man that's a man, filled with ambition's fire, who sets his mark in the start, and keeps moving it higher and higher. This verse has often appealed to me since my eventful years in high school at Durham.

I am in the missionary work here, as you would see by my last letter in The Advance, or in personal correspondence. I like it very, very much, but remember it is mingled with some sad touches where poverty and death are concerned. I have been conducting a funeral each week lately, and these have a very sad aspect. Ask me, when I was a rollicking, careless youth, two years ago, if now I would be placed to minister unto others in the hour of death, I would have smiled. So the future seems to be a veiled mystery to us all. The little children that to-day are playing among the things of nature, to-morrow singing praises to whom all hearts should swell in praise; the hoary head that stoops to-day 'neath the burden of old age, to-morrow is rejoicing to say farewell to gain his crown and his reward. And so life seems more and more to be a struggle of flesh and blood, a rising and falling, in individual and collective advancement, that only finds relief in death, the gateway from the mists of morning into the perfect day.

What are you deciding upon for your life work? I feel that the young men of the mission field are the ones called upon to give the call from this work unto the young blood of this dearly purchased Canada. The world ever loves the man who will stand up and say to God and the ages, "I have fought the good fight, I have finished my course."

To me the real struggle and conflict men must engage in is (with an intense yearning through the love of God at heart) with sin—the sin that is within our hearts, and without in our fellow-men's hearts. The struggle is a patient one, a slow onward progress in conflict, a steady augmentation of right over wrong. Our ideal is the triumph, ringing out like the bugle call, to weary Christian soldiers from Christ upon the cross—"It is finished." And more than that, dear young friend. Consider life in its destiny. When you come to the end of the stream of time and Christ stands o'er the tide, will you then look into His kindly eye, and the blush on your sin-face hide? When we consider that the occupation of the angels in heaven is to re-echo praises around God's throne, if we commence not in this life praising Him who showed such faith in us on the cross, how can we; in all earnestness, expect his glad "Well done?"

Lastly, consider this: God needs you—Christ needs you. Broken hearts cry out to you. The Great Physician has still the magic touch that can heal the lowest. Let us give our hearts now to Him who has knocked so oft, and enter his blessed work. Yours in the Master's service —J. W. GREENWOOD.

Novar, Parry Sound, Feb 27, 1914.

The Cars Ran Away

Mono Road, March 6.—Seven cars loaded with railway ties tore down the Caledon mountain this afternoon with no one aboard and smashed into a number of other cars that were standing on the track near Mono Road. Several of the cars were completely demolished, and cars and ties were piled up in confusion on the track. A northbound freight train loaded with ties was cut in two sections below the mountain, and the engine went ahead with the first section, leaving the other half just near the bottom of the mountain. The engine became stalled. The first section was cut in half and seven cars were left just below the horseshoe curve. Owing to the snow the brakes on the cars would not hold when they were left alone. Slowly at first the seven cars started to coast, and the momentum gradually increased on the steep grade. With a crash that was heard for a long distance around they crashed into the second section at the bottom of the mountain. The auxiliary arrived about 6 o'clock, but the track was not cleared until 8 25, and the trains both to and from Owen Sound were delayed two hours.

When local option comes into effect in Grand Valley on May 1st the temperance folks there do not propose to be caught napping. Stock lists are being circulated for the formation of a limited local company capitalized at $10,000 and an effort will be made to buy one of the present hotels If this is found impracticable a new hotel will be erected to guarantee adequate accommodation to the travelling public.

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Particulars from Canadian Pacific Agents or write M. G. Murphy, D.P.A., Toronto.

Honor Roll's

Feversham Continuation School report for February.

Arithmetic—Form 1—H. Fenwick 75, H. Poole 37, T. Spofford, 12. Form 2—Q. Kaitting 56, M. Murphy 50, A. Wright 41, R. Sayers 10.

Composition—Form 1—H. Fenwick 69, T. Spofford 53, H. Poole 25. Form 2—Q. Kaitting 83, R. Sayers 75, M. Murphy 64, A. Wright 58.

History—Form 1—H. Fenwick 62, H Poole 35, T. Spofford 32. Form 2—Q. Kaitting 66, A. Wright 63, R. Sayres 59.

Literature—Form 1—H Fenwick 58, T. Spofford 54, H. Poole, 30. Form 2—A. Wright 80, R. Sayres 62, Q. Kaitting 60, M. Murphy 58.

E. Brunkard, Teacher.

Feversham Public School Report for February.

Sr. 4—M. Colquette, E. Arnott, V. Spencer.

Jr. 4—E. Fenwick, C. Alexander, R. Weldrick.

Sr. 3—N. Spencer, A Clinton, E. Osborne.

Jr. 3—M. Julian, O. Clinton, R. Blackenbury.

Sr. 2—A. Arnott, W. Tyler, P. Sample, L. Moore.

—M. MacFarland, Teacher,

Report of S. S. No. 6, Artemesia for the month of February.

Sr. 4—I. B. Whittaker, Stanley Butler Alfred Butler.

Jr. 4—Lottie Whittaker, Muriel Spicer, Magdalene Butler.

Sr. 3—Gordon MacArthur, Nora Sproat Johnny Whittaker.

Jr. 3—Nellie Whittaker, Mary Hazard,

Jr. 2—Harriet Hazard, Charlie Hazard.

1—Bobbie Whittaker, Joseph Hazard.

Primer—Bradley Irwin.

—A. Harrow, Teacher.

Report of S.S. No. 7, Euphrasia for February.

Fourth—M. Cornfield, G. Risk, H. Rogers, L. Cornfield, G. Rogers, G. Ried.

Third—Irene Beckett, H. Reid, G. Knott, R. Whyte, J. Smy.

Second—E. Gilray, A. Knott, R. Risk.

First Sr.—I. Gilray, S. Clugston, N. Petch.

First Jr.—R. Risk, S. Beckett, E. Petch.

Primer—C. Risk, N. Knott, S. Haines, W. Clugston.

Present every day. E. Gilray, G. Risk, S. Clugston, C. Risk, R. Risk.

—M. H. Humberstone, Teacher.

S. S. No. 4, Artemesia

Sr. 4—Mary Nicholls, L. Nicholls, E. Stevens, W. Nicholls, M. Nicholls.

Jr. 4—I. Stinson, W. Heard, L. Lockhart, R. Stevens, R. Acheson, L Love, W Nicholls, E Scott, J Stinson.

Sr 4—E Stinson, S Ludlow, O Lockhart, G Stinson, R Stevens, H Nixon, P Scott.

Sr 2—V Miners, F Nicholls.

Jr 2—E Stinson, M Nicholls, S Acheson, A Little.

1—D Stevens, M Miners, V Moore, B Heard. Average 28.

—L. B. Walker, Teacher.

Report of S. S. No. 6, Osprey, for February.

Sr. 4—Maurice Douglas, Vernon Holroyd.

Jr. 4—Clara Short.

Sr. 3—Bertha Short, Leslie McMullen, George Holroyd.

Jr. 3—Leslie Fields, Frank Hollingshead, Stewart McMullen.

Sr. 2—Sam Short, Sadie Izard, Nellie Buckingham.

Jr. 2—Ivy Izard, Lois Short, Dorothy Poole, Rex Holroyd, John Buckingham.

1st.—Fred Hollingshead, Verna Roberts, Irene Hambly, Sadie White, Cecil White.

Primer A—Winifred McMullen, Mary Poole, Jimmie Thompson.

Primer B—Ben Short.

Primer C—Victor McKenzie, Clarence Holroyd.

Those who attended every day were, Sadie Izard, Ivy Izard, Lois Short.

—G. Davis, Teacher.

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New Linoleums and Oilcloths.
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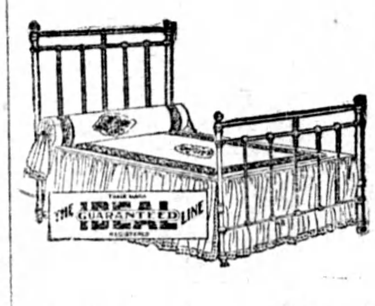
HIGHEST PRICES PAID FOR BUTTER AND EGGS

BULL FOR SERVICE

The thoroughbred shorthorn bull Field Marshall — 90691 — will be for service on lot 176, T. S. R. Artemesia. Terms—$1.

Aug JAS. STINSON, Prop.



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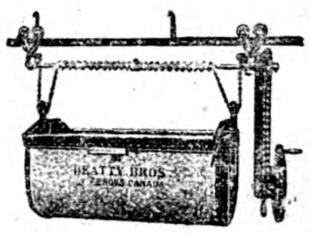

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Bull for Service
Thoroughbred American bred Hereford bull for service on lot 151, 2nd. W. T. and S. R., Artemesia. Terms $1.00 cash.
—JOHN ADAMS, Prop.

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Terms—$3 for pure breds, $1.50 for grades. All cows served must be paid for. —T. & J. WATSON.
1 mar 14