THE
STANDARD BANK
OF CANADA
HEAD OFFICE - TORONTO

TRUST FUNDS

Our Savings Department gives you a guarantee of absolute security and interest at current rate. 239

EST'D 1873

FLESHERTON BRANCH

GEO. MITCHELL, Manager.

C. P. R. Time Table.

Trains leave Flesherton Station as follows:

Going South	Going North
7.53 a. m.	12.01 p.m.
4.27 p.m.	9.18p. m.

The mails are osed at Flesherton as follows: For the north at 10.40 a.m.and 7 p.m.; and the afternoon mail south at 3.40 o'clock. For morning train south mail close at 9 p. m. the previous ev'g.

VICINITY CHIPS

Pte. D. McKinnon has been killed in action on the firing line in France.

Mrs. T. Hughes and Miss Violet Traito of Battle Creek, Mich., are the guests of Mr. John Brown, sr.

Mr. and Mrs. T. Ferris and family, Hopeville, spent Sunday with Mr. and Mrs. R. J. Vause, South line, Artemesia.

Miss Oldham and Miss Edwards of the O S. Collegiate teaching staff visited friends here Saturday and Sunday.

Notice to trespassers.--Hunting and fishing on lots 36 and 37, south line, Proton, strictly prohibited.—A. Harrison.

The wet side of the rain seems to be down at present, or else it is wet all round.

Mrs. Howes of Elora, attended the funeral of her sister, Mrs. Howard, on Saturday, returning Monday.

We read the other day of a man marrying for fun. His fun didn't pan out and he is now suing for a divorce. Such is life.

Don't forget Spring Hill Red Cross social on Friday evening of this week. Good program and home-made candy served. Come and bring your friends and enjoy a good evening. Admission 25 & 15c.

Nurses wanted at Victoria Hospital, Shelburne, to take up a three years' course of training. Apply Mrs. I. Scott Ewing (matron) Victoria Hospital Shelburne, Ont.

Died—In Parma, Idaho, on May 14, Olive Marie, aged 5 months, daughter of Mr. and Mrs. Frank Leavell, and granddaughter of Mr. and Mrs. Robt. Clarke, Rock Mills.

Mr. Jos. Duncan has secured the contract for carrying the mail over the Flesherton-Portlaw route for the next three years, Mr. James Fisher having retired from the job.

The residence of Mr. Fred Jamieson, near Eugenia, was struck by lightning during the thunderstorm on Saturday and about a hundred dollars' worth of damage done.

Dr. Murray drove his Chevrolet to Owen Sound on Saturday without once changing gear. There are not many low power cars that will do it on high over those hills.

Among the killed in action reported on Monday were N. J. Sharpin, Owen Sound, and Sergt.-Major J. Ironside, Collingwood. C. A. Rutherford, Owen Sound, and W. S. Doran, Woodford, were reported among the wounded.

An electric motor and blower were installed in the Methodist church last week by Dr. Murray for the big organ, and were used for the first time on Sunday. It worked to perfection and is a big improvement on the old hand lever.

Mrs Douglass arrived in town Monday with her daughter, Jean, who we mentioned recently as being an invalid. They will probably remain here for some time with Mrs. Douglas' mother, Mrs. A. S. VanDusen.

The residence of Wm. Sharp, south of the village, had a narrow escape from destruction on Saturday when a spark from the chimney set fire to the roof. Some of the neighbors observed the fire and by prompt action the house was saved.

An extensive thunder storm over this section on Saturday was just what was required to sprout the grain and start the garden seeds. But a continuous downpour for 24 hours Monday and Tuesday was not so welcome, as it was too cold to be of much benefit.

Dog Lost—Young hound lost Tuesday, May 8, last seen at Hargraves hill, Collingwood gravel. Small round brown spot over each eye, black head, lower jaw tan, upper half black, lower half mottled black and white, tip of tail brown, rest black. Reward at this office.

Messrs. Emerson and Rob Bellamy, sons of Clerk W. J. Bellamy, are now in France. The former was Quarermaster Sergt. but discarded the stripes. Both boys took a course in machine gun work and are now connected with that arm of the service, and both in the same division, the C.M.G.D.

A Red Cross concert and box social will be held in the hall, Feversham, on May 24. A good concert will be given. Rev. McNamara, of Collingwood, will speak at the beginning of the program. Gents 50c. Ladies with boxes free.

Mr. and Mrs. W. Buskin and Mr and Mrs. R. Bentham attended a memorial service for the late Wm. Wiley at Wedehouse on Sunday afternoon. The service was an impressive one and the church was crowded, both the Orangemen and Foresters being present in a body.

Mr. Austin Shackleford of this town, has a horse that celebrated its 36th birthday on May 16 h. The old mare has been a faithful worker, and still can dance when she meets any automobiles. The horse will not see very many more moons, as she isn't "as strong as she used to be."

Mr. A. S. Muir received word last week that Pte. Thos. Chase was wounded in France recently. Pte. Chase was from the Home in Stratford and made his home with Mr. Muir, where he was liked and respected. He joined with the 123rd Royal Grenadiers, Toronto, in the fall of 1915.

The Advance has started on its 37th year of publication. On June 1881, Mr. A. R. Fawcett, now the proprietor of the Burks Falls Arrow, published the first issue. The paper has only changed hands once since then, the present editor taking hold of the strings 29 years ago next August.

Mr. H. E. Doupe of the Beaver Valley Creamery Co., Clarksburg, has purchased the machinery of the Markdale Creamery and will move it over to the Clarksburg plant for the purpose of handling the steadily increasing amount of cream. Mr. Doupe has a three months contract for the supply of butter to Camp Borden.

Readers of the Advance will be interested in a wedding which took place in Ottawa, May 5, the principals being Lieut. R. W. Simmie, son of Mr. W. Simmie, of Clavering, and Miss Kate Wilson, daughter of Mrs. John Wilson, of Chatsworth. Both bride and groom have seen active service and have won deserved distinction for their work overseas. Mrs. Simmie's sister taught school at Ceylon a few years ago. She is a relative of Principal Holland of the Flesherton public school.

Our Mr. Ball

"J. M." in the Ottawa Journal has the following to say regarding the member for South Grey:

R. J. Ball of South Grey, astonished the House during the recent debate on capital punishment with his thorough knowledge of Scripture. He is a manufacturer of furniture and a very successful business man. As a school teacher he was quite a success also and taught in a Collegiate and Normal school.

Mr. Ball takes his Parliamentary duties seriously. He is seldom out of his place in the House and he follows debates closely. He takes care that he has mastered every little bit of legislation that comes before Parliament.

Between him and James Bowman of East Huron, there exists a strong friendship. They have much in common. Both are Irish-Canadians, both are from Western Ontario; they came into the House together in 1911. Each has been warden of his county, and each is a pretty strong Conservative, but with a healthy idea of what is right and what is wrong. The main differences seem to be that Mr. Ball started life farming, but left it, while Mr. Bowman stuck to it all through. Mr. Ball is a Methodist and Mr. Bowman a Presbyterian. No two members are held in higher respect.

She Got The Pen

The pen with which Sir William Hearst signed the act granting the franchise to women has been given as a souvenir to Mrs. L. E. Bruin, of Lion's Head, who wrote asking for it. Premier Hearst also wrote her, complimenting the ladies of the north on the splendid work done in the cause. Mrs. Bruin got the idea of asking for the pen from the United States. She is justly proud of the gift and will no doubt bear it in mind while life lasts. There may be trouble brewing, however, in other Franchise Leagues, at the bare idea of having been left in the lurch. But they must concede that the Lion's Head lady had a certain cranial advantage.—Ex.

The Late Mrs. Howard

A much respected old lady passed away at her home here on Thursday last in the person of Mrs. John Howard, at the age of 81 years. Mrs. Howard was born in Galt, and married the late John Howard in 1886. After marriage they lived at Lucknow, Guelph, Harriston and Orangeville, coming to Flesherton from the latter place 28 years ago. Here Mr. Howard ran a sash and door factory for a year and a half when he died and his sons took over the business. Not long after this the factory was burned and two of the sons, Will and Charley, moved away. The children are: William of Markdale, Charles of Vancouver, Henry and Annie at home here. The deceased lady had been in failing health for some time, but was only in bed a week, three days of which she remained unconscious. She was a consistent member of the Methodist church from early girlhood and the funeral sermon was preached in the church here by the Rev. James Dudgeon, after which interment took place in the Flesherton cemetery. The sympathy of the community goes out to the two members of the family remaining here, in the loss of a kind and loving parent.

Abont Mail Carriers

In commenting on a paragraph which appeared in The Advance of a couple of weeks ago in which it was stated that Mr. John Murray of Arnott had carried the mail continuously from 1873 until the present, The Shelburne Free Press says:—

Mr. Murray is not the oldest mail carrier in Ontario by any means. James Brown, the veteran post master of Melancthon, who received the appointment of postmaster when he was about 14 years of age, has carried the mail from the Ry. station, Melancthon, to his office since the Toronto, Grey & Bruce railway started in 1873 and is still carrying it, so his record is equal to Mr. Murray's. We can also go one on Mr. Murray. Previous to 1873, before the late Wm. Jelly of Shelburne, and Aaron Munshaw of Flesherton put on a line of stages between Orangeville and Chatsworth, supplying Inistioge, and Artemesia post office, now Flesherton, and Cornabus, now Markdale, James Brown carried the mail from Mono Mills Ctohatsworth and also Osprey post office, now Maple Valley Singhampton and to Bowmorei, now Duntroon, seven and one half miles south of Collingwood.

MOTHERS.....Stop and Look

We have some pretty girls' Dreses made up. Anything from 2 to 14 yrs. Just what you are looking for. Also separate Middies. Prices are right.

VOILES FOR SUMMER DRESSES

Plain White Voile. Voile with a pretty colored flower. Dark Blue Voile with flower. Black and White Striped Voile. Cream Palm Beach. Any of these will make Mother or Sister a Pretty Dress.

SPORT GOODS

We have the latest in Sport Goods. Something different than you have ever seen. Raw Silk Background, with a rose check and sport; and another piece, spot and stripe. Come in and see it.

Flour & Feed

Try a Bag of our Maple Leaf Flour; And we have Ontario Bran and Shorts, low grade Flour, etc., in stock.

CEMENT CEMENT

A Car to arrive about the 10th of May

Seeds! Seeds!!

We have in stock—Sweet Clover, Buckwheat, Alfalfa Alsike, Timothy, Mammoth Clover. All No. 1. Government tested. Prices right.

Hardware!

Shelf and Heavy Hardware. Locks, Knobs, and Etc.

All In Stock. Hoes, Rakes, Spades.

Hardware!

Nails, Paints, Oils, Varnishes. WIRE! Barb Wire, Black Wire, Coiled Spring Wire, Plain Brace Wire, Soft Brace Wire, Woven Fence Wire—4, 7, 8, 9 wires high Shovels and M. D. Forks.

F. G. KARSTEDT
FLESHERTON, ONTARIO.

Court of Revision 1917

Township of Artemesia

The first sitting of the Court of Revision of the Assessment Roll of the Township of Artemesia for 1917, will be held at the Town Hall on Saturday, the 2nd day of June, 1917, at 10 o'clock a.m.

All parties who have appealed against their Assessment are required to take notice.

Dated this 24th day of May, 1917.
—W. J. BELLAMY, Clerk.

Court of Revision 1917

Village of Flesherton

The first sitting of the Court of Revision of the Assessment Roll of Flesherton will be held at the Town Hall on Monday, the 4th day of June, 1917, at 7.30 p m

Dated 24th of May, 1917.
—W. J. BELLAMY, Clerk.

FILL THE CARS

A LITTLE more co-operation between the merchants and the railways will do much to relieve the present freight situation. The railways are not trying to shift the responsibility on to the public, but are asking the public's help. Much more tonnage, for instance, could be handled with the existing locomotive power and terminal facilities if cars were loaded to capacity instead of being so often only two-thirds full. In the old days when traffic was lighter, it mattered less to the railways if a shipper did not use all the space he paid for—that was the shipper's loss. But now it is realized that the extravagance of one shipper may cause delay to others owing to the limited amount of locomotive power and terminal facilities. The shortage is not so much in equipment as in train crews, and labor in the yards and roundhouses. Anything which can help to secure quicker clearance and freer movement in the yards, helps to speed up the movement of freight. Another drawback to the economical movement of freight is that a great many consignees order not the full carload of freight, but merely the minimum allowed under the classification. It would materially help to solve the problem if in placing orders consignees would order enough to fill a car to capacity instead of the minimum, which very often does not represent more than half a carload.

MEASURING DEPTH OF GRAIN IN CAR.

The question of the capacity of cars is itself the subject of investigation. The standard of loading grain, for instance, has remained the same for many years, but improvement in the engineering of cars has gone on steadily, so that the modern freight car can bear stresses greatly in excess of what was possible twenty years ago. The result is that there is prospect of considerably increasing the load line on quite a large proportion of freight equipment, thus increasing the train capacity without requiring additional train crews. Grain cars rated for 80,000 lbs. are found capable of carrying over 90,000.

It has been figured that if the average load could be increased on Canadian railways in 1917 by five times over that of 1915, this would be equivalent to 54,800 additional cars, requiring no additional locomotives or man-power.

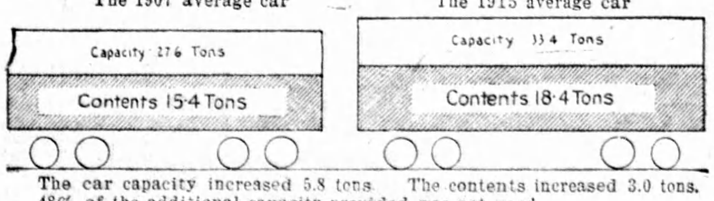
Canadian business men are, therefore, being urged to co-operate with the railways in their endeavor to increase the existing carrying capacity, by using to better advantage the present available rolling stock. Light bulky commodities, of which there are many, should be loaded to the full cubic capacity of cars. Heavier freight should be loaded to the full carrying capacity which is 10% in excess of their stencilled capacity.

The following figures are taken from the Railway Statistics of the Dominion of Canada, issued by the Deputy Minister of the Department of Railways and Canals, and cover all the railways of Canada:

Note.—1907 is the first and 1915 the last year for which figures are available.

	1907	1915	Increase
Total tons freight carried 1 mile	11,687,711,830	17,661,309,723	51.1%
Aggregate capacity of freight cars (in tons)	2,908,903	6,731,265	131.4%
Total freight cars	105,540	201,690	91.1%

The 1907 average car — The 1915 average car



The car capacity increased 5.8 tons. The contents increased 3.0 tons. 48% of the additional capacity provided was not used.

The public is asked to co-operate with the railways in an endeavor to remedy the existing car shortage.

It can be done by utilizing to better advantage the present available rolling stock.

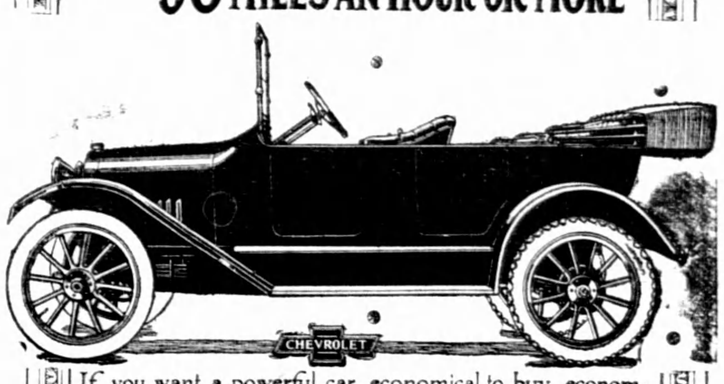
By increasing the average car load to 23.4 tons or 5 tons more than during 1915 would be equivalent to the placing of

54,800 additional cars in service

Light bulky commodities, of which there are many, should be loaded to the full cubic capacity of cars. Heavier freight should be loaded to the maximum carrying capacity authorized.

CHEVROLET

POWER
SUFFICIENT TO TAKE YOU 50 MILES AN HOUR OR MORE



If you want a powerful car, economical to buy, economical to run—that will take you in comfort over any roads that can be travelled; that will take any hill on high that the biggest cars will take; that will give you 25 to 30 miles per gallon of gasoline, buy a,—

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A Real Automobile Fully Equipped

28 Horse Power Valve-in-head Motor
Three Speeds Forward and Reverse
Electric Starting and Lighting
Stewart Speedometer
Non-Skid Tires on Rear Wheels
Cantilever Springs

$695 f.o.b. Oshawa

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SALES OFFICE: TORONTO FACTORY OSHAWA

A. JACKSON, Agent MARKDALE

Farm For Sale

Lot 168, 2nd N.E.T. & S.R., Artemesia containing 50 acres, clean and under good cultivation. Good buildings, good well, well watered. Small orchard. R.M.D. Three miles from Flesherton. Apply for price and terms to the owner.
—JOHN BLACKBURN.
Flesherton P.O. 1Nov.6

Boar For Service

Pure bred Yorkshire boar for service at the McRae farm, near Ceylon. Terms—$1.00 for all animals served.
1Nov. —J. F. COLLINSON.

FOR SERVICE

Lot 24, con. 14, Artemesia, pure bred Shorthorn bull, Valley King. Grade cows $1.25, purebred $4.00. 1 July 17
—W. A. WEBER.

Boar for Service

The undersigned has a thoroughbred Yorkshire Boar for service on lot 11, con. 8, Osprey. Terms $1.50.
FRED SPOFFARD.

HARDWARE! HARDWARE!

Don't start the Spring with a Shabby Buggy. — Try a coat of SHERWIN-WILLIAMS AUTO & BUGGY PAINT

I also have a Paint for every purpose—inside or outside.

Get a Color Card.

Paint and Varnish Brushes.

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The Flesherton Hardware.
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