BUSINESSCARDS

SOCIETIES

PRINCE ARTHUR LODGE, No. 333, A.F.& A.M, meets in the Masonic hall, Armstrong's Block Flesherton, every Friday on before the full moon. T. Henry, W. M. H. W. Hickling, Secretary.

CHOSEN FRIENDS—Flesherton Council Chosen Friends 314 meets in Clayton's Hall first and third Wednesday of each month at 8 p.m. Pay assessments to Recorder on or before the first day of each month. Chief Councillor, W. H. Bunt; Recorder, Mrs. L. A. Fisher.

DENTISTRY

DR. E. C. MURRAY L. D. S., dental surgeon honor graduate of Toronto University and Royal College of Dental Surgeons of Ontario. Gas administered for teeth extraction. Office at residence, Toronto Street, Flesherton.

MEDICAL

J. P. OTTEWELL
Veterinary Surgeon
Graduate of Ontario Veterinary College residence — second door south weston Mary street. This street runs outh Presbyterian Church.

CHAS. E. McLEAN, M.D. C.M,
Specialty—
Surgery, Midwifery & Women's Diseases
OFFICES—Flesherton. R. W. House.
Priceville—Commercial Hotel, 9.30 to 1 p.m.
Drug store in connection with office.
Office Hours in Flesherton—Wednesday and Friday afternoon 2 to 5 p.m.
Phone messages receive prompt attention at both offices 16May18

LEGAL

LUCAS, RANEY & HENRY—Barristers, Solicitors, etc.—I. B. Lucas, K. C.; W. E. Raney, K. C.; W. D. Henry, B. A. Offices, Toronto, 806-9 Traders Bank Bldg., phone main 1412; Markdale Lucas Block, Phone 2 A. Branch office at Dundalk open every Saturday.

WRIGHT, TELFORD & McDONALD Barrister, Solicitors, &c. Offices, Grey & Bruce Block, Owen Sound. Standard Bank Block, Flesherton, (Saturdays). W. H. Wright, W. P. Telford Jr., J. C. McDonald, L. L. B.

BUSINESS CARDS

A. CULLOUGH & YOUNG
Bankers Markdale
General banking business. Money loaned at reasonable rates. Call on us.

D. McPHAIL, Licensed Auctioneer for the County of Grey. Terms moderate and satisfaction guaranteed. This arrangements and dates of sales can be made at THE ADVANCE office. Residence and P.O. address: Telephone connection. Dec. 6, 17.

WM. KAITTING, licensed Auctioneer for the counties of Grey and Simcoe. Farm and Stock sales a specialty. Terms moderate, satisfaction guaranteed. Arrangements for dates may be made at the Advance office, or Central telephone office, Feversham, or by addressing me at Feversham, Ont.

Clubbing Rates

The Advance has no extensive clubbing list this fall, most of the papers being supplied at regular rates. Following are some prices:

The Advance	$ 1.00
Globe	1.00
Mail	1.00
The World and Advance	1.75
News and Advance	3.75
Star and Advance	3.75
Youth's Companion	2.25
Family Herald	1.25

Deering Implements

AND

Gasoline Engines

All kinds of Deering Implements. Parts always on hand. Agent for Barnet Cutters, Barber Buggies, Louden Litter Carriers, Hay Tracks, Pedlar shingles and siding. These Implements require no recommendation as they are standard goods and recognized as the best on the market.

FRUIT TREES—I represent the Stone & Wellington nursery, and will be pleased to call if you send me a card.

ED. RUTHERFORD
Proton Station

Notice To Trespassers

Anyone taking wood or rails off or in any way trespassing on any part of the north half of lot 30, con. 9, Artemesia, will be prosecuted.

—MRS. W. C. PEDLAR.

Farm for Sale

Lot 152—153 East Back Line, Artemesia, mile and a quarter from Flesherton, containing 90 acres, mostly cleared; comfortable house, good barn with stone foundation, small orchard; farm well watered, good grain or stock farm. For particulars apply on the premises to

—JOHN BEECROFT,
Flesherton, P.O.

Holstein Bull For Service

A thoroughbred Holstein bull for service on lots 183-184 S.W. T. & S.R., Artemesia; closely related to the world's champion 44-pound cow. Terms: $1.50 for grades, $5.00 for pure breds.

1 July 17. —GEO. MOORE & Son.

Heifer Came Astray

Came to the premises of the undersigned, lot 32-34, Con, 14, Artemesia, about Sept. 1st, one yearling heifer. Owner please prove property, pay expenses and take the same away.

—JOHN WELSH.

Eugenia, Nov. 20, 1917.

Financial Statements

Annual financial report of Artemesia Busy Workers Society:

Socks sent to date—To Secours Nationale 36 pair, to French Fund 355 pair, to boxes overseas 100 pairs, on hand 37 pair, total 528. Sent to Canadian Red Cross Society—1 hospital quilt, 38 stretcher caps.

Receipts to Dec. 1

Donations and gifts	$180 25
Socials	60 97
Membership and lunch fee	94 36
Sundries	4 98
Balance on hand from 1916	13 69
Total	$354 25

Disbursements to Dec. 1

Yarn	$268 23
Christmas boxes for boys overseas	27 21
On hand	58.51
Total	$354 25

Monthly boxes were sent containing one pair of socks donated by the Society and balance of contents being given by each individual valued at $2 each.

The allies may recognize the Bolsheviki in order to keep Russia out of the hands of the Huns.

Pleasures of Irritability.

Learn how to be irritable. When any one says anything to you always imagine he is trying to insult you. Few appreciate the innocent enjoyment to be had in snapping and snarling at those we meet through the day. Have things get on your nerves. If things get on your nerves you will find it an easy matter to be sour and surly. After awhile you will find that most anything gets on your nerves, especially people who are happy and cheerful. The idiots! Some people are born irritable, others acquire it, and they all should have curses cussed upon them.

Torpedoes From a Submarine.

The torpedo from a submarine can be fired either while the submarine is on the surface or completely submerged. Usually a submarine comes within ten feet of the surface, with only the periscope showing, and discharges its torpedo. If there is danger of the submarine being fired upon by the ship the submarine gets the proper position of the ship, submerges itself completely and then fires.

Well, No, We Hadn't Noticed It.

Have you ever noticed how an extremely fat woman always acts as if she was very much afraid some one was going to steal her and how an extremely thin girl always acts as if she was afraid some one wasn't?

Labor Conditions Following The War

ONE of the most serious problems which Canada must face at the close of the war is the rearrangement of our affairs upon the basis of normal civil life, with the incidental question of labor unemployment.

Labor conditions in Canada to-day are, in many respects, very similar to those which prevailed in the United States during their Civil War and the reconstruction period. Our labor conditions immediately previous to the war had the same chaotic aspect. The start of the war first brought depression in industry, followed by a rapid return in the damand for labor as manufacture of munitions and other war supplies extended, and to-day in Canada there is little if any unemployment and skilled labor is in strong demand.

At the close of the Civil War, the United States had a population of about 33,000,000. The Union Army at the time of Lee's surrender numbered slightly more than 1,000,000. It was estimated that another million men and women were employed in the Northern States in the manufacture of munitions. During the four year period of the Civil War, immigration had fallen off, and recruiting had depleted the workers on the farms, and drawn largely from the laboring classes in the cities. The call for munition workers was supplied from other branches of industry, with the result that ordinary enterprises were compelled to run short-handed or pay a high premium for labor.

Compared with this situation, we find Canada's army of about 400,000 drawn from a population of about 8,000,000. It is estimated that some 200,000 men and women are now engaged in munition work. Only 12% of our army, however, has been enlisted from the farms and more than half of the total has been recruited from among the skilled and manual laborers. The comparison shows the same situation regarding the scarcity of labor for ordinary enterprises, because of the drain through the army for overseas forces and munition workers.

During the Civil War period, wages gradually increased. Prices of commodities also advanced. The laborer, however, skilled or unskilled, was placed at a disadvantage because his wages did not advance in proportion to the prices of necessities. Even with this situation, conditions were better among the mechanics and trades than among the clerks and salaried people, whose incomes did not advance in proportion to the increased price of living.

When the Union Army started to muster out in 1865 at the rate of about 200,000 per month for the three summer months, there was for a time a glut of the labor market. This was but temporary, however, as 1866 witnessed an active industrial and agricultural revival. The returning soldiers, a large percentage of whom had volunteered from the farming districts, went back to producing or migrated to the homestead lands in the newly opened Mississippi Valley States. This wholesale homesteading brought demands for new railways; more than 15,000 miles of rails were laid in the west during the five years directly following the war. This railway work took up quantities of labor from the eastern centres and assisted to a marked degree the settlers who had gone into the new country without sufficient funds to tide them through the breaking and growing seasons of the first years.

The first annual report of the United States Commissioner of Labor published in 1886, summarizes the re-construction period, as follows:

"The year 1867 can hardly be called one of financial panics or industrial depressions, although hard times apparently prevailed. The stimulation to all industries resulting from the war, the speculative enterprises undertaken, the extension of credits, and the slackening of production, necessarily caused a reaction, and a consequent stagnation of business; but the period was hardly spoken of by business men as one of any particular hardship. People for a while began to be conservative; but the impetus gained during the war could not be overcome, and it was not until the crash of 1873 that the effects of undue excitement in all branches of trade and business were thoroughly noticed."

The five years following the Civil War saw the organiation of the first labor unions. These had been started in a local way during the last two years of the war. In 1866 the first National Congress of Labor met at Baltimore. The slogan of the labor organizers of the period was the necessity for organization so as to protect American labor against invading foreigners, who were immigrating in large numbers during the five years following the war.

The plants established for the manufacture of munitions for the Northern Army during the war marked the beginning of the factory system, and the centralization of industry in the larger cities. A continuation of this system after the war had a further influence in bringing about labor organizations.

Canada has, since the opening of the war, increased her manufacture of staples and reduced her imports. Industry has been given an impetus that should mark a great era of development. We have demonstrated that many new lines can be profitably manufactured in Canada. We face the same dangers, however, that culminated in the crash of 1873 in the United States—the danger of speculation and over-production, without properly developed markets.

A general survey of the labor situation in Canada indicates that about 150,000 more men will be required after the war than are now employed in Canada. This would about take care of the proportion of returning soldiers which will require employment after the war. The problem then arises as to what we will do with our munition workers—an estimated detail of about 200,000 being employed in this work at present, fully 75% of which number will be called upon to find other employment when the war is over.

We will also have the problem of finding employment for those immigrants seeking work, because it will be difficult to restrict immigration to those who wish to engage in agriculture. Our greatest need to-day is more farmers and greater agricultural production, as will readily be recognized from the fact that our population is half urban and we consume more than we produce. There will be great opportunity and a crying need for farmers and farm laborers all through Canada after the war, but unless proper governmental plan is worked out to direct our immigration into that channel, we face the danger of a flood of unemployed in our cities and towns, while our farms remain undeveloped.

Next in importance to the problem of increased agricultural production is that of the development of our vast natural resources through the extension of existing and promotion of new industries. We must replace the munition plants by utilizing them in extending our present lines of manufacture and promoting the introduction of new lines. Canada should prepare for increased participation in export trade after the war and should grasp the opportunity now to extend in every possible way her industrial development to enable the opportunity to be taken advantage of.

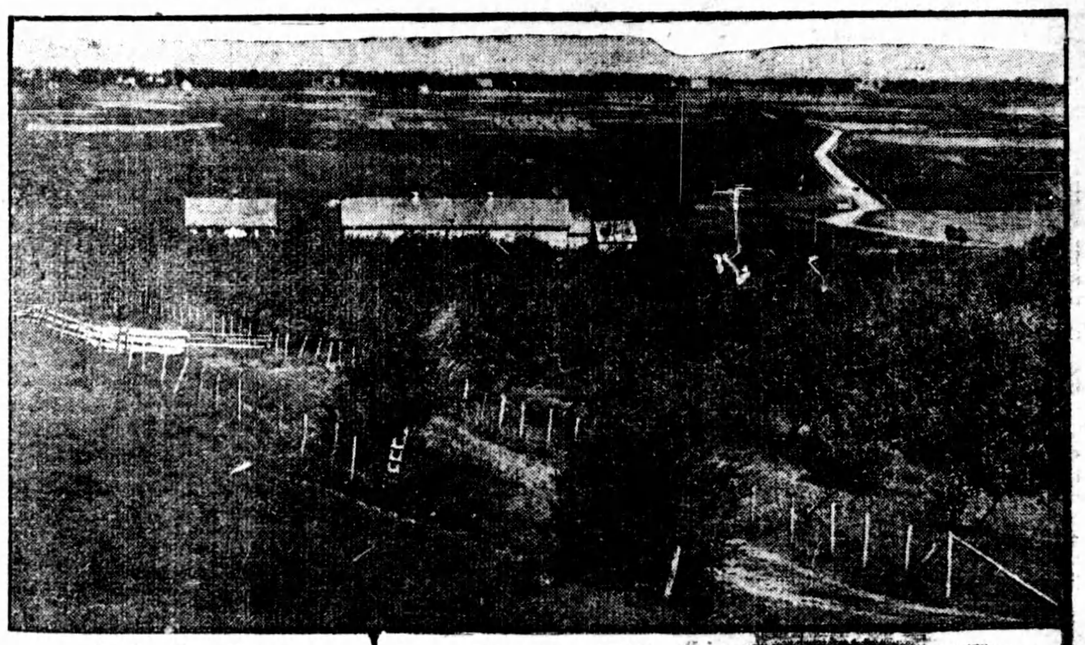
The problem of capital is always closely related to that of labor. Statistics show that Canada has always been able to absorb immigration in direct proportion to the amount of foreign capital it has been able to secure. It is estimated that during the six years preceding the war, Great Britain invested $1,500,000,000 in Canada. After the war, the Mother Country will have her own financial problems to solve and we will be compelled to look elsewhere for our capital. So far we have been able to obtain large sums from the United States and they will probably be willing to be our bankers after the war. They have the money—and it should be only necessary to educate them as to our resources and opportunities; when we will be able to obtain the capital we require.

Available information shows that more than one-half of our overseas forces were recruited from among skilled workers. Some plan must be put into operation for returning these men to civil life gradually so that they will not glut the labor market; otherwise we can count upon serious labor congestion at many points. If, on the other hand, we begin to grapple with these future conditions; to employ every effort of our governmental, financial and commercial organizations to handle the problems of re-organizing our industrial life, Canada will be able to grow by great strides and occupy a prominent place among the nations of the world.

(Signed) J. S. DENNIS.

Mrs. John Mitchell, 82 years of age, and badly afflicted with rheumatism, last week handed into the Women's Institute her 78th pair of socks, says the Alliston Herald. This does not make the total of her knitting efforts by any means. She has a number of soldier relatives and friends for whom she plys the needle a great deal. Mrs. Mitchell pursues the good old habit of early to bed and early to rise and gets up at 5 o'clock in the morning, does her domestic work and is ready to commence knitting about the time ordinary townspeople are getting up. Besides keeping some young fellows supplied with socks Mrs. Mitchell also keeps them cheered with letters, and despite her fourscore years she insists on writing long, frequent and cheery letters to these lucky young men of her kin.

ACADIANS OF TO-DAY



An Acadian Home.

RICH in its history of strong men and heroic women whose stirring adventures by land and sea set the imagination aflame, appealing in its wild scenery of lakes and streams and wooded hills, charming in the lawns and hedges and shady streets of its villages and towns, the country from Yarmouth to Digby, Nova Scotia is the Mecca of the historian, the sportsman, the painter, the geologist, and the vacation seeker. In this land, which even to-day abounds in rivers and lakes teeming with lusty, leaping fish, and is clothed with forests of fir, pine, hemlock and spruce, home of deer, moose and bear, the Indians must have lived from time immemorial. Such a paradise for the huntsman must have been the subject of song and story among the redmen.

And here too the Norsemen came full five hundred years before Columbus set out in his three tiny ships. Urged on by their dauntless spirit, the wild Norsemen drove their war galleys far south and west from Iceland till they reached the land which a no less hardy race were later to name Nova Scotia. It was at Yarmouth they landed; and two mighty boulders, bearing inscriptions in Runic, now may be seen near the town of Yarmouth—lasting evidence of that daring adventure made near one thousand years ago.

And then came those intrepid adventures from France, De Monts and Champlain in 1604; Charles de la Tour and his Huguenot wife—"a woman, who by her gentle breeding and beauty, her heroism and her misfortunes, was destined to win the most romantic immortality in our history." Left in charge of her husband's fort, she inspired her noble band of followers, was overcome by intrigue alone when attacked by her husband's rival, and died of a broken heart after being forced to watch her followers hung while she stood with a halter around her neck.

Partridge Island, Parrsboro, N.S.

The Acadian farmers flourished in this land until 1775, when they were expelled by the English, and only the ugly scars of their cellars told of the farm houses which had once been there. Six years later came families from New England, adventurous, indomitable and hardy pioneers. It was their descendants who later built hundreds of the fastest sailing ships, sailed them to the seven seas and built up mighty fortunes which now show themselves in magnificent residences set in beautiful surroundings of lawns, hedges and trees.

But the Acadians returned; and to-day for miles the neat villages of their descendants skirt the shores of Fundy Bay, from Yarmouth to Digby. The descendants of the Acadians have cultivated the soft marsh lands and fresh water meadows, preserving the simple manners, customs and language of their ancestors.

And here one finds fifty miles of rugged storm swept coast, lofty beetling cliffs, coves like volcanic craters—wilder than the dreams of a mad poet.

The Revolution in Russia

AFTER an absence of a little more than three months, Mr. George Bury has just returned from Russia, which country he visited at the request of the British and Russian Governments in connection with transportation.

Mr. Bury was accompanied throughout his trip by Mr. W. H. Winterrowd, Assistant Chief Mechanical Engineer of the Canadian Pacific. Mr. Bury and Mr. Winterrowd travelled from London to the north of Scotland, from where they were carried to Norway by a British destroyer. They proceeded through Norway, Sweden and Finland to Russia.

Mr. Bury states that his experience gained by close personal contact and association with Lord Shaughnessy enabled him to make recommendations which were accepted by the old Russian Government as well as by the new, who are now putting them into force with great vigor.

"Russia," he says, "is, of course, an immense country. It has a population of 176 million people. The last time they took the census the papers had to be printed in seventy-two languages, or dialects.

"In Russia I travelled from a point where I saw reindeer caravans to a point where I saw caravans of camels—that is, from Lapland to the Caucasus.

"There is no doubt whatever that after the war Russia will have to build several hundred thousand miles of railway. Canada has ten times more railway mileage per unit of population than has Russia. Then again, Russia made the mistake of patterning her railway transportation after that of Europe rather than America. Traffic in Russia moves vast distances in great bulk. The country lends itself to low grades and easy curvature. If that great country is to achieve the destiny in store for her she will have to come to the large train and large car, because those two factors make for economical transportation, and economical transportation is essential if a producing country of wide distances is to hold her own in the markets of the world.

"Had Russia been equipped with railway transportation, say as in Canada, she would have been able to have played a much greater part in the war.

"The impression gained during my two months stay in Russia is that they are a brave, self-sacrificing, kind, and capable nation. The educated classes are remarkably well informed and I came in contact with some of the really big men of the world.

"I happened to be in Petrograd during the revolution and saw perhaps as much of it as anyone. The casualties in Petrograd were heavy as were they in the navy amongst the officers. Foreigners were not molested deliberately and any killed was due to accident.

GEORGE BURY,
Who has just returned from Petrograd.

"When the revolution was at its height, in company with a British officer, I went to the Duma. It was rather a long walk from the British Embassy, so we asked some soldiers to take us on a sleigh filled with revolutionists. They did so. Arriving at the Duma we had to make our way through a dense mob of soldiers, sailors, workmen, etc. Recognizing the British uniform cheers went up for the Angliski (English). It would make the heart of the least emotional man beat faster to think he belonged to an Empire that would be cheered under such circumstances.

"In England, Scandinavia and Russia, everywhere I travelled, food restrictions of varying degrees were in force and rail travelling curtailed. War or no war, it was time that a halt was called to the food wastefulness that had been going on.

"No one who has had the slightest opportunity of learning all that Great Britain has done in this war for humanity can help being proud of the Mother Country. With the proverbial modesty of the Englishmen but little has been said of the big things that have been done and much has been said of the mistakes, mistakes inseparable from any undertaking and but to be expected in an undertaking that dwarfs anything in history, authentic or mythical.

"Everywhere we travelled in Great Britain evidences of sacrifice, willingly made, were visible.

"Our past mode of living is at an end for some time and we will have to come down to a more simple form and economical conditions will compel the elimination of waste.

"The trade possibilities with Russia after the war are illimitable and those nations who will study the needs and the Russian character will succeed. Up until the time of the war it would appear that the Hun appreciated the possibilities of Russia and the trade statistics of that country show what our enemies accomplished.

"One has to travel around the world to see how well off we Canadians are.

"The Canadian soldiers covered themselves with glory in the recent advance. They took a strong position which had been tried twice before by other troops, and their deeds were in the mouths of everyone in London."