THE
Flesherton Advance
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W. H THURSTON EDITOR

Flying Corps Want Men

Men called up in Class 1 under the M. S. A. will be allowed to apply for enlistment in the Royal Flying Corps. The usual exacting standards of this branch of the Service will be maintained. It has been found that only men of certain qualifications can wisely be accepted in the flying service. Chief among these is youth. The aviator must have the gift of acting instantaneously—there is no time for second thought in air fighting. Experience shows it is chiefly in young men that this quality is obtained. It has been found that as a rule a man of 20 makes a better aviator than the man of 22, and he again better than the man of twenty-five.

Physique is not a prime considerrtion—lithe, wiry frames are more important than stocky build. Nerve rather than strength is required in carrying out an aviator's duties. In addition he must have the aviator's sixth sense—a perception of "balance." In the early stages men were accepted by the Royal Flying Corps without any tests as to a man's sense of balance, with the consequence that some lives were lost. But today elaborate tests have been devised to establish a man's fitness for flying service. Every applicant under the M.S.A. must submit to these tests. Of course, it is assumed that an aviator has plenty of courage, is animated with a keen spirit to do good work and make progress. Ordinary intelligence and education is demanded, much depending, of course, on a man's aptitude.

Those men fortunate enough to be able to measure up to R.F.C. standards will find they will be entering a period of training packed with incidents, full of fascination. Promotion is in many cases startlingly rapid—depending entirely on his aptitude and diligence. While training for commissions as Flight Lieutenants Cadets will receive the usual rates of pay—$1.10 a day.

Unionist Government For Toronto Next

There can be no doubt that the government at Ottawa has been tremendously strengthened by the union of the two parties, and now men are wondering whether the union had not better be widened to include provincial as well as Dominion politics. It seems to be agreed that Ontario will have an election in a few months, and it certainly will not help to cement the Union Government at Ottawa if the elections in Ontario are fought out on the old party lines. It would be a strange and most undesirable thing to have the very men who a few weeks ago were speaking upon the same platform in favor of union candidates for Ottawa again to take up the old political animosities and help to undo in the province the work they accomplished in the Dominion. If Union Government is necessary and possible in the atmosphere of Ottawa, why should it not be both possible and desirable in Toronto, Winnipeg, and in most, if not all, of the provincial capitals? The Orange Sentinel espouses the idea and says; Every observant man is fully aware that we are on the edge of far-reaching changes in our social, industrial and political life. To secure the best results we believe that cooperation is necessary, and that it will produce proportionately as good results by organizing a Unionist party in the provinces as well as in the Dominion. There are many good reasons for union at this time, there are few, if any, so far as we can discover, against it. By all means let us have union in provincial affairs as well as in Dominion affairs.—Guardian.

For selling five bags of potatoes on the London market that were from nine to eleven pounds short weight, several farmers were fined $5 and costs.

GROUND MOLES VALUABLE

The Only Real Damage They Do Is When They Invade the Lawn.

From an examination of the stomach contents of 200 moles taken in all months of the year it was found by the bureau of biological survey of the United States department of agriculture that earthworms and white grubs constitute the bulk of the food. Beetles and their larvae and other insects that enter the ground, spiders, centipedes, cocoons and puparia also form a part of the diet. In one stomach were found the remains of 171 small white grubs, in another 250 ant puparia, in another ten cutworms and in another twelve earthworms.

The presence of starchy material in some of the stomachs is proof that the mole occasionally finds vegetable food, as certain seed grains softened by contact with the moist soil, an acceptable addition to its worm and insect diet. Seed coats of corn, wheat, oats and peanuts have been identified in a few stomachs.

Judgment against the mole may be rendered when it actually invades the lawn—the overt act—but no general warfare against an insect eating mammal should be encouraged.

Good, Hearty Laughter.

Hygienic experts can say what they like, but they will never compose a diet or discover a better health promoter than good, hearty laughter.

Laughter carries everything before it. It sweeps away the "blues," shakes up the old bones and stirs new life into every corner of the brain.

It fills the lungs with good, pure, new air and drives out all the bad, impure breath. It is the world's friend and one of the few human characteristics which are universal.

Promote real laughter, the genuine result of humorous incidents; not giggles, sickly smiles or sardonic and sarcastic grins, but honest, open, whole hearted laughter!

That's the only royal road to health.

A Watch and a Horsepower.

An astute French mathematician has found that in certain watches the motions exceed 200,000,000 a year in little equal jumps. In the same time the outside of the average balance travels 7,500 miles. Yet despite this astonishing distance traveled by the ordinary watch the amount of power consumed is trifling, states the Popular Science Monthly. One horsepower is sufficient to run 270,000,000 watches. This is probably all the watches that are in existence. But if there should be more there would be enough power left in the one horsepower to run an additional thousand watches or so.

Consolation.

A woman doctor of Philadelphia was calling on a young sister, recently married, who was in distress. In response to the doctor's inquiry the newlywed said:

"I cooked a meal for the first time yesterday, and I made a terrible mess of it."

"Never mind, dearie," said the doctor cheerfully. "It's nothing to worry about. I lost my first patient.'

The Point of View.

A Sunday school teacher had been telling her class the story of the good Samaritan. When she asked them what the story meant a little boy said:

"It means that when I am in trouble my neighbors must help me."

Hoodooed.

Hokus—Flubdub complains that none of the girls look with favor on his suit. Pokus—How can they when he wears a high hat with a sack coat?—

An Indignant Officer.

"May we have the pleasure of your company this evening, colonel?"

"Company, madam? I command a regiment.'

Both Sides.

"Can your wife see two sides of a question?"

"Yes; her own and her mother's"—Life.

Man's life is in the impulse or elevation to something higher.

Be Be Cheerful.

"It pays to be cheerful."

"You bet. As long as you look as if you had money your creditors will have confidence in you."

Give Her Time.

Teacher—Do you know the population of New York? Mamie Backrow—Not all of them, ma'am. But, then, we've lived here only two years.

Osprey Election Results

Polling Sub-Div. No.	1	2	3	4	5	6	7	8	Total
For Reeve									
Morrison	33	57	91	76	20	47	37	48	372
Norman	12	45	47	24	48	16	63	1	211
For Deputy-Reeve									
Arnott	40	63	78	55	13	31	38	32	287
Guy	7	50	52	34	52	25	49	12	231
For Council									
Bowins	14	15	21	51	4	32	19	11	167
Henderson	4	31	43	13	23	17	44	6	181
Kaitting	13	65	82	52	15	22	33	26	308
Lockhart	2	30	40	34	46	6	63	13	234
Monaghan	1	12	20	24	40	1	8	10	125
Ross	37	86	48	13	16	6	48	27	284
Stephens	0	15	21	9	9	27	5	5	91

Mr. Duncan Turner, with S. H. Rutledge, is deservedly a proud man these days. A few days ago he received from the war office, London, England, for safe keeping the Distinguished Conduct Medal won by his son, Pte. Turner, now Lance Corporal 116th Canadian Infantry. The medal was bestowed because Lance Corporal Turner stuck to his post and took charge after the Corporal in charge was wounded, and he and his party disabled a trench mortar, blew up a dugout of ammunition and had sixteen prisoners to take back when relieved. The formal presentation of the medal was made by General Currie, Canadians.—Shelburne Economist.

FARMERS, ATTENTION!
Make money in your spare time this Winter by selling
Nursery Stock
and
New Seed Potatoes
This is the time to start on Spring Sales.
We pay highest commissions and furnish our Salesmen with literature with a "punch" to it.
Send for our list of New Offerings and full particulars.
Stone & Wellington
The Fonthill Nurseries.
(Established 1837.)
TORONTO - ONTARIO

For Service

One pure bred Shorthorn Bull on lot 36, con. 9, Artemesia. Terms $1.00 for grades. Must be paid within 9 months from date of service.
1 Jan. 17. —R. O. TURNER.

BULL FOR SERVICE

Registered Shorthorn bull for service Terms: $1.50 for grade cows, $3.00 for registered cows. Con. 4, lots 10—11. Artemesia. 1 July 18
—J. D. McLEOD. Ceylon.

Some New Year Bargains
LADIES' CLOTH COATS—We have a number of ladies' cloth coats in different styles which we carried over from last season—the cloths are all wool and very much better quality than can be obtained now for love or money. The sizes are fairly well assorted and every garment is in first class condition.
Prices originally ranged from $10.50 to $18.50.
All Selling at Half Price.
We offer the balance of our ladies coats purchased this season at a discount of 20 per cent from regular prices.
Footwear Bargains
Women's Overshoes—First quality goods. Some buttoned, others with buckles, Correct style lasts—All Sizes. Regular $2.50 for $2
Men's Snag-proof Rubbers—First quality goods. Red sole and heel, three Eyelets—All Sizes. Regular $3.25 for $2.50.
Men's Felt Boots—First quality goods. Rubber sole and vamp, eight eyelets. Sizes 7 to 10. Regular $3.25 for $2.95.
Underwear Special
Two lines of Mens wool, elastic knit, ribbed, unshrinkable shirts and drawers—nearly all sizes are here—especially those for small and large men. There are two qualities, one worth $1.25 and the other $1.50 per garment. Selling for 75c. and 95c.
Two Only—Men's Rat lined coats, Otter collars, good heavy black wool beaver shells.
One size, 40, for $40.00. One size, 42, for $45.00.
Both these garments offer a saving of at least $15.00 each on regular prices.
F. H. W. HICKLING
FLESHERTON, - ONTARIO.

THE MARKETS.

Carefully Corrected Each Week

Butter	32 to 36
Eggs, fresh	42 to 50
Wheat	$2 25 to 2 25
Oats	70 to 75
Peas	1 90 to 2 10
Barley	95 to 95
Potatoes	$1.35
Buckwheat	95 to 95
Ducks	23 to 23
Geese	21 to 21
Chickens	22 to 22
Fowl	16 to 16

Canadian Railway Situation

The following interesting statement by Lord Shaughnessy on the Canadian Railway Situation appears in the Annual Financial Survey of the Toronto Globe.

AFTER forty months of this great world war, the railway situation in Canada presents a very different face from that of peace times, when the chief problems to solve were the problems of development and construction necessary to keep pace with a huge immigration.

An indication of the difference in conditions is shown in Canada's trade balance, which has been converted from a heavy "minus" to a substantial "plus," the exports for eleven months of 1917 exceeding those of a similar period in 1913 by over a billion dollars. As the total import and export trade for that period in 1913 was itself less than a billion dollars (to be exact $994,467,000) the increase in traffic-moving effort may be realized. That transportation energy and increase of traffic have been coincident with a growing shortage of labor, a higher cost of living, necessitating higher wages, and immense increase in the cost of material necessary for maintenance and repair of roadbed and equipment, so that the added traffic has meant not increased profit but increased anxiety for the carriers. The labor shortage may be illustrated from the records of our own Honour Roll, which show that up to December 6th, 7,021 employees of the Canadian Pacific had enlisted for active service.

The satisfactory features are the efficiency with which the Canadian railways have done their part under such trying circumstances, and the remarkable absence of congestion as compared with the congestion that has been so noticeable on the railroads of the United States since our great neighbor to the south entered the war and faced identical problems. elaborate networks of railways Can- With fewer ports and a much less ada has solved its war-export problems with infinitely less confusion. From the beginning of August, 1914 to November 30th, 1917, the Canadian railways have handled for the Imperial Government over 6½ million tons of supplies, exclusive of horses and mules, most of which may be considered as supplementary to normal traffic, but so admirably has the movement been timed with the arrival and departure of steamers that not a cent has been earned by the ships as demurrage.

The burden of financing such movement of traffic under such conditions has, however, proved too serious for some Canadian railways, and were it not that the Canadian Pacific is more than a mere transportation system and holds extraneous assets of great value that have proved an unexpectedly large source of income, we might have had difficulty in finding the very considerable sum that we have invested in war loans to the British and Canadian Governments not to mention the dividends that our shareholders and the financial world at large have become accustomed to expect.

The efficiency and absence of congestion with which our enormous war traffic has been handled might well be taken to heart by our American friends who, if I may venture the suggestion, are looking too hopefully to the centralized effort of an overworked Government when they should depend more on the trained enterprise of the individual industrial units that have been so efficiently developed during times of peace, because any form of control that will have the effect of lessening the sense of keenness and responsibility on the part of these units, is sure to be disastrous in its results. If they are not too proud to profit by our experience in Canada, they should solve their traffic problem by placing under Government control not the railroads but the shippers, leaving the railroads with their trained operating staffs, untrammelled by political considerations, to find out how to carry the maximum traffic to given ports at a given time, over a given route, and helping these railroads to secure on fair terms the funds for necessary maintenance and equipment. A Government Controller of Shipments, corresponding to our Director of Overseas Transport, is needed, not a Government Controller of Railroads. It is folly to send out an S. O. S. call for Government control or ownership of the railroads themselves, a control which experience has shown to be fatally opposed to economy and efficiency.

Realizing that the interests of localities stand second to the interests of the nation as a whole, the Canadian railways have agreed to reduce competitive services wherever possible, so that train crews and equipment should be released for the one vital effort, namely, the efficient transportation of war supplies, and for this purpose the Canadian Railway Association of National Defence has been formed, comprising the executive heads of the leading railways. They are doing this with the unqualified support of the Board of Railway Commissioners without disturbing—indeed, they are furthering—the admirable work of that body which, under its statutory position has semi-judicial rather than administrative powers. In this way the railways themselves are doing efficiently, economically, and without political interference what might have been done inefficiently and expensively under Government control. They are working together harmoniously because they are inspired by the same patriotic spirit, and the absence of friction with which their economies are being received by the public shows that the public has confidence in their judgment. Under such guidance the Canadian railways are in a position to maintain their present efficient operation of a very large volume of traffic, and, indeed, relieve the congested American railroads of traffic which appears to be becoming too much for them.

Our only real handicap is the difficulty of financing the operation of our railways at the old rates, when cost of labor and cost of material keep mounting up. With a reasonable increase of rates corresponding to this increased cost of production, the Canadian railways are well able to face even severer traffic problems than those which they have already so admirably solved.

Boar for Service

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

WINTER TERM FROM JAN. 2ND
ELLIOTT Business College
Yonge and Charles Streets, Toronto
Points with pride to its long list of successful graduates. A high standard is always maintained here. Write for our Catalogue. Keen demand for our students.
W. J. ELLIOTT, PRINCIPAL

STOCK AND EGGS FOR SALE

Tamworth Swine, B. R. Eggs, and Rouen Duck Eggs.

I have for quick sale some young Tamworths for breeding purposes; also some Barred Rock eggs, and Rouen Duck eggs for hatching purposes. Prices right. Phone or write
—GEO. W. ROSS,
Oct 19-16 Osprey Tl. System. Maxwell, P O

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We Aim to Give Entire Satisfactio
LAUNDRY—Basket closes Monday night, delivery Friday evenin
CLEANING and DYEING— We ar agents for Parker's Dye Works—Clothes cleaned and dyed, feathers rejuvenated
T FISHER - -PROPRIETOR

New Blacksmith Shop At Maxwell
I am opening up atonce, a blacksmithing and woodworking business in Maxwell, and am installing up-to-date woodworking machinery. It will be my endeavor to serve the public in a satisfactory manner and I would solicit patronage. I want your work and will do it right. 7 April 1
CHESTER LONG

Flesherton Tin Shop
I have just placed on the shelves a full line of Tinware, Nickelware and Agateware for domestic use. Call on me and get your supplies.
Eavetroughing, Stovepipes and Stove Furnishings.
Repairing of all kinds promptly attended to.
Pipefitting, including pump work.
Furnaces installed. Agent for Clare Bros. Furnaces.
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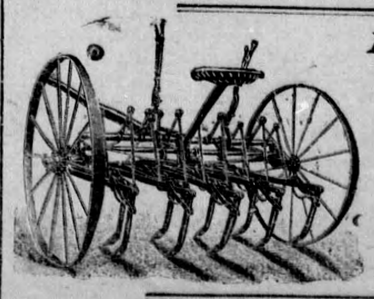
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