All kinds of

JOB PRINTING

including Financial Statements, Auditors' Reports, Church Statements, Bill Heads, Letter Heads, Statements, etc.

Get your calling cards and shipping tags at this office. We have lovely type for all classes of **CALLING CARDS.**

WE ARE AGENTS

for all the Toronto Dailies and most of the Weekly papers. Call and let us renew your subscription.

"The Advance" Flesherton

$85

In Mahogany or Fumed Oak

$135 Mahogany

Are You At Home With Good Music?

If you are not, you are missing one of the best things in life. Nothing in all this world can give so much enduring pleasure as good music in the home. And nothing we know brings to the home so much good music at so moderate a cost as the

COLUMBIA

Grafonolas and Records

Come to our store and let us prove that statement to you. Let us play you some of the latest Columbia Records on the newest Grofonola models. Then let us explain to you our convenient purchase plan that makes it so easy for you to have good music in your home.

W. A. ARMSTRONG,

Flesherton, Ont.

HARDWARE

Why not be guided by the judgment of dozens of well known satisfied customers, who acknowledge the superiority of Moffatt ranges, built to give best results.

Prices according to dress

Other Lines of Quality

Saws, Axes and Axe Handles, Stable Shovels and Forks.

Ask me for anything in hardware before sending your money out of your district. I'll try to please you.

F. W. DUNCAN

Phone 24 r 11 Flesherton

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

in the

Northern Business College

begins THURSDAY, JAN. 2, 1919

Girls and boys who have been working hard on the farm during the summer should have a chance to improve their education this winter. Circulars free to any address.

C. A. FLEMING, F.C.A., Principal,
Dept. A., Owen Sound, Ontario.

(Mention this paper when writing)

For Service

One pure bred Shorthorn Bull on lot 36, con. 9, Artemesia. Terms $1.50 for s. grade Must be paid within 9 months date from of service.

Jan. 19. —R. O. TURNER.

BOAR for SERVICE

Purebred Tamworth Boar for service on lot 167, S W T and S E., Artemesia,. Terms — $1.50, if paid for at time of service.

Feb15 9 —T. J. STINSON, Prop

LIFE IN HUN PRISONS

CAPT. BAPTIST L. JOHNSTON TELLS EXPERIENCES.

An Occasional Camp Commander Was Humane, But Former Toronto Bank Manager Describes Case of Young Aviator Who Was Tied to Horse of Captors by Rope and Forced to Run.

MEN who are arriving in England from the colony, almost three hundred strong, of Canadians interned in Holland, bring with them stories of years at the mercy of the Huns, subject by day and night to their caprice, not knowing at what time injury or death might be visited upon them, yet through it all keeping a stout heart, succouring their fellows who were worse off than themselves, and taking at the moment what pleasure life offered. They are stories that are not without humor, now that it is over for them, but the general tenor of them is grim and ugly.

Among those who have returned is Capt. Baptist L. Johnston, of the Third Battalion.

Capt. Johnson was manager of the Dominion Bank, at the Queen and Victoria streets branch, Toronto. He was second in command to Major Streight, "C" Company, and was taken prisoner at Ypres on April 24th, 1915. He was operated upon for appendicitis at Gottingen University Hospital on Nov. 17, 1917, and though he believes the operation was a good one, he was evacuated from hospital too soon, and the resulting physical condition qualified him for repatriation.

At Bischofswerde, where Capt. Johnston spent two years, and where, to give the Hun his due, the treatment was, in the main, fair, there were some twenty-five Canadian officers, Russians, Belgians, Italians and French were all confined together at first under the hope, apparently, that they would fight amongst themselves, but they got along so well together that they were finally separated according to their nationalities. The Russian officers took particular advantage to mix with the British, and it is predicted that they will be a powerful influence when they get back to their native country.

Crefeld, to which he was removed from Bischofswerde, he describes as a very good camp. There were about eight hundred British there, but the authorities getting the idea that there was an escape planned whereby they would break through in a body across the Dutch border, they were all transferred to Schwarmstedt and Strohen, in the Hanover swamps, and to other camps.

The exit from Crefeld was amusing to watch. The officers were marched off carrying all their belongings they could stagger along under, and it was a motley collection that they had accumulated during their captivity. Some had pictures, some had suitcases, some carried canaries in cages, others led dogs and cats, or carried golf sticks, tennis racquets, food, and the things most treasured. They looked like traveling Christmas trees. One officer had spent a lot on pictures, and he struggled along with a heavy portfolio of them as far as he could on the two-mile tramp to the station, and finally had to leave them on the road, offering a bystander a reward if he would carry them, but he never saw them again.

At Schwarmstedt the camp was in the wilds, and the officers tood advantage of the fact to work in a state of nature, clad in the mild breezes which swept over the swamps, in the building of a swimming hole. There was a little two-foot creek meandering near the camp, and by digging out and damming this they created a pond of water on which they could have a mile swim, and where they got lots of exercise. Some fished there as assiduously as unsuccessfully.

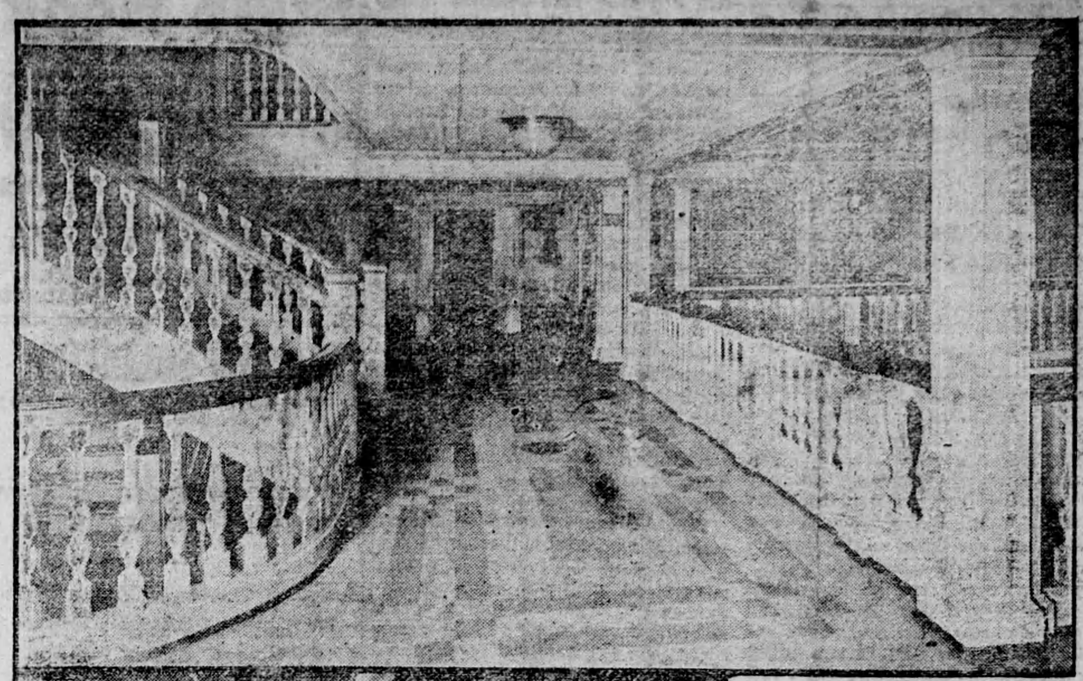
At the camp at Holzminden, to which they were transferred from Schwarmstedt, conditions were what might be expected in notoriously the worst officered camp in Germany. An incident serves to illustrate the character of the rule maintained by Capt. Niemeyer, the camp commandant, who, by the way, was in Toronto since the war started, and who managed to get back to Germany. There had been an escape of a number of officers; they had been captured and were being brought back. When the news spread a number of Canadians rushed to the windows to see them come in. They looked down from the third storey of the building in which they were incarcerated, and were observed by the commandant, who directed the guards to fire through the upper panes of the windows at which the Canadians were standing. Similar incidents occurred more than once. Fortunately none of them were injured. In this camp, too, extortion was rife. For instance, the prisoners were grossly overcharged for wood and for hot water.

Flight Lieut. Davies, son of L. E. Davies, of Toronto, had been forced to make a landing within the German lines, and was brought into a camp by two Uhlans, who put a rope around his neck and tied the ends to their saddles. In this manner they brought him, in his heavy, sheep-lined flying boots, twenty-five kilometres, and he declared that he could not have managed if one of the Uhlans had not become tired of riding and let him get up into the saddle for five kilometres.

Conditions in the camps latterly indicate that the Germans were very short of food, very short of materials, but rich in discipline. Whenever a German officer approached the privates spring to attention and jerk round on their heels, so that they shall always face him, like a ramrod on a pivot.

To make persons appear two inches taller a Chicago man has invented metal forms to be placed in shoes.

NEW C.P.O.S. LINERS



THE part played by the Canadian Pacific Ocean Services in the great European war will make a big chapter in Canadian history. Undoubtedly the sea supremacy of Great Britain was one of the most potent factors in the winning of the victory which was obtained, and the ships of the C P. O. S. took a big part in making Great Britain supreme at sea. There are few branches of sea service in which they did not take a part. Mounted with guns some of them were where there was fighting to be done.

Over 4,000,000 tons of cargo and munitions of war have been carried in addition to many thousand horses and mules.

The C. P. O. S. have carried from the outbreak of hostilities to October 31st, 1918, 1,041,000 troops and passengers all over the world, embracing ports in China and Japan, Singapore, Bombay, Mesopotamia, Suez, Gallipoli, ports in the Mediterranean, Colombo, Dares-Salaam, Delagoa Bay, Durban, and Mauritius, in addition to the west coast of North and South America, and the United States and Canadian ports. The total loss of troops carried caused by enemy action and irrespective of disease has been eight in number. On one consecutive continuous voyage one of the company's vessels steamed 28,441 miles.

Over 300 officers and engineers were found out of the company's service for the Royal Navy. Lieut. R. N. Stuart, one of these, has won the D.S.O. and the V.C., while many others have received decorations and been mentioned in despatches.

The Missanabie, a C. P. O. S. steamer, was the first big vessel to sail on her maiden voyage from Great Britain to Canada after the outbreak of the war in 1914, a sister ship, the Metagama, sailed on her maiden voyage from Liverpool, March 26th, 1915. These two splendid ships have been followed by two larger ships, the Melita, which sailed from Liverpool Jan. 30th, 1918, and her sister ship, the Minnedosa, on her maiden trip from Liverpool Dec. 5th, 1918 to St. John—the first steamer to sail since hostilities ended. The Minnedosa is a splendid acquisition to the already large fleet of C. P. O. S. vessels. She has a gross tonnage of 14,000, length 546 feet, width 67 feet, depth 45 feet and a total cargo capacity of 488,000 cubic feet.

There is accommodation for approximately 500 cabin and 1450 third class passengers. The Gymnasium on "A" Deck (or Boat Deck) is fitted with the latest mechanical devices for exercise and amusement. On "B" Deck (or Upper Promenade Deck) are located the Cabin Smoking Room, Cabin Drawing Room and Cabin Lounge.

The Entrance Hall from the extensive Premenade Deck with its panelling, mirrors and staircase is an attractive approach to the Dining Saloon.

The Spacious Lounge with its charming old English fireplace and large windows is fitted with apple green panelling. It is most comfortably furnished and hung with beautiful old English prints of the 18th century and some rare old red lacquer mirrors.

The Drawing Room, panelled with most beautiful Australian Black Bean Wood in the Queen Anne style, has an air of cosiness not often found on board ship. The beautiful colored prints which adorn this room are from the famous panels painted in 1780 by Fragonard for Madame du Barry and purchased by the late Pierpont Morgan A writing recess is also to be found in this room.

The Smoking Room is panelled in old oak of the Jacobean style, its fine old chimney piece and sporting prints being noteworthy features.

A small number of two-berth staterooms are provided on this deck.

On Deck "C" (or Lower Promenade Deck) is to be found the Bureau and Ticket Office. A special feature is the spacious square and gallery round the well over the Dining Saloon. A good number of well appointed, airy and commodious staterooms are provided amidships for cabin passengers containing three and four berths. At the forward end an entrance for third class passengers is provided.

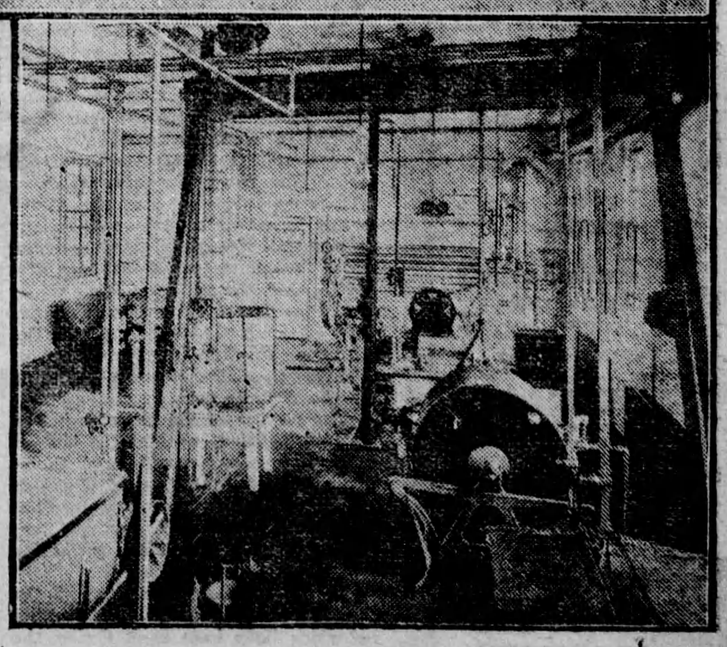
On "D" Deck is situated the Dining Room, which extends the whole breadth of the ship and has seating accommodation for 300 persons, placed at small and large tables. It is tastefully decorated in the Georgian style, a special feature being the open staircase. There is accommodation for 60 cabin passengers on this deck in four berth staterooms.

At the extreme after end of "D" Deck, the Third Class Smoking and also Third Class Ladies' Room is to be found, whilst at the forward end there is a Third Class Dining Saloon, with seating capacity for 140 persons, another Smoking Room and also a General Room. The Main Third Class Dining Saloon, seating over 400, is also on this deck.

On the starboard side of Deck "E" are a number of Cabin Staterooms containing two and four berths, whilst another Third Class Dining Saloon, with a seating capacity for 122 persons, is situated in the after end of the ship.

The Missanabie was torpedoed and sunk by a German submarine in 1918.

Manitoba Makes Another Record in Butter Exports



MANITOBA expects to export butter to the value of over $1,000,000 this year. When it is remembered that up to a very few years ago, it was necessary for this province to import butter for its home needs, the growth of the dairy industry there is remarkable. In 1916 fifty-eight cars of butter were exported. Last year the number was increased to ninety-six cars. Up to June 1st this year, with the grass season only well begun, fifty-six cars of butter had been sent out of the province. This number compares with twenty-five cars in the corresponding period of last year. The butter is made up in fifty-six pound solids and four hundred boxes make up a car-load, so that, at present prices each car-load is worth $10,000.00 There is every indication that the present rate of export will be maintained, if not accelerated, during the year. All the exported butter from Manitoba is being sent to Montreal for shipment to the Allied nations in Europe.

The cheese industry is also progressing. It is only so far back as 1916 that fifty to fifty-five car loads of cheese were brought into the province for local consumption. With the output of the provincial factories increasing continually, the quantity of cheese imported was considerably reduced last year, and now for the first time in the history of the province a full carload of cheese is on its way for consumption elsewhere. The consignment left Winnipeg a few days ago for Montreal, where it will be graded and shipped overseas.

Although still in its infancy and capable of considerable growth yet, the dairy industry in Western Canada has been developing rapidly during the last few years. A high standard of quality is striven for, the aim being to produce butter of the best flavor with long keeping qualities. That the efforts in this direction have met with some measure of success is evidenced by the growing demand for butter from these provinces—a demand which is far greater than the output.

Pasteurization is almost universal in the creameries of Western Canada, and more than ninety per cent of the butter made in Manitoba this year will be from pasteurized cream. The application of the Storch test has been very satisfactory in enabling the dairy officials to determine whether this process has been properly carried out. At rural points the cream is tested in the creameries by a travelling inspector; in the laboratories of the Department of Agriculture the test is applied to representative samples of butter. When the Department now tests and grades a car load of butter, it can, to all practical purposes, tell just how long it can stand in cold storage without deterioration.

At the present time the creameries are receiving forty-three cents a pound at point of shipment for special grade of butter; forty-two cents for No. 1 and forty cents for No. 2.