

Endorsed by Fire Underwriters

ON a Neponset Twin Shingle roof burning brands and sparks die out without harm—real protection in case of contagious fires. The Board of Fire Underwriters approves.

NEPONSET TWIN SHINGLES

RED and GREEN

The home owner appreciates not only the fire protection, but the most attractive appearance of Neponset Twin Shingles. The carpenter and roofer appreciate the double size, saving time in laying. Made of the same materials as Paroid, the roll roofing that for service, economy and durability, has been unchallenged for over 19 years.

Neponset Dealer
Jarvis E. T. CARTER

WAR PROSPERITY

Lessons From The American Civil War

DURING the year 1916 Canadians added more than two hundred millions of dollars to their bank savings banks was increased during this period from \$55 to \$32.25. Our export trade, during the year ending September 1, 1916, reached the grand total of one billion and fifty-two millions of dollars. Canada's total trade for the same period showed a gain of about 50%—mark that—within 19%. Doubling the total trade of the previous twelve months.

The estimated value of the agricultural production of Canada's Western Provinces, during 1916, reached a total of more than two hundred and thirty-one millions of dollars. This shows wealth was created by a rural population of only slightly more than three-quarters of a million people.

These figures indicate wonderful prosperity in Canada. They tell a story of prosperity in a nation at war that is almost unbelievable to the outside world. Residents of the United States who come into Canada express amazement at the signs of prosperity to be found on every hand. The crowds to be seen at the theatres and places of amusement and indulgence in practically every large city indicate that our people have plenty of money to spend. The summer in which the war leaves have been over-emburied may be taken as another indication of the food of our prosperity in Canada to-day.

But what of the period after the war? Will this prosperity live? Will Canada at the close of the war be able to maintain the big balance of trade in her favor which is now being piled up at the rate of half a billion dollars per year? When the demand for munitions ceases, will we be able to transfer all these factories to normal trade conditions and still hold this war-time prosperity?

Accepting the possibility that the war will continue for another year or more, it is time we were evolving some plan to care for these after the war conditions. But to plan is not enough. We must act. That is, Canada faces a serious situation in this unprecedented war-time period. It is a situation in the history of the Civil War in the United States, where conditions in the Northern States were quite similar in many respects to those which now prevail in Canada.

From 1860 on to the close of the war, the Northern States showed prosperity on every hand. The railroad boom, the Confederate Army breaking through into Pennsylvania carried back to the half-slaved South stories that Northern industries were going ahead as if the nation was running upon a well-organized peace schedule. Instead of being engaged in a momentous civil war, the Chicago Tribune near the close of the war said, "Commerce, business, manufactures and labor are going ahead as in a profound peace, with more impetus and whirlwind activity than peace ever knew. The New York Economist, however, pointed out that much of the apparent prosperity was fictitious. It declared that the laboring people were suffering because of war conditions, because wages had increased only about 12%, while the cost of living had more than doubled. Frederick P. Folmer, a recognized statistical authority of that day, presented two important conclusions after a careful study of civil war conditions: "During the war the advance in wages was not commensurate with the advance in prices." The late Nelson W. Aldrich, the great economist of the United States Senate, reviewed the apparent prosperity during and after the Civil War in the following: "Many wages responded with unaccountable slowness to the inflation of the money market. In 1865, when prices stood at 217 as compared with 100 in 1860, wages had only risen 16%."

We find also that the demand for labor was the greatest in the history of the United States up to that period. The advance in prices during the war and the demand for labor, and the consequent advance in wages, was not commensurate with the advance in prices. She holds an opportunity to develop into a world power, if she builds her future upon the proper economic foundation. But we must not quickly and intelligently try to make the most of these big

MARVELS OF SCIENCE.

In Wondering at the New Ones Don't Forget the Railroad.

The most recent mysteries of science are the ones that receive most attention. The air is full of talk nowadays about the thrilling wonders of wireless telegraph and aviation and subterranean transportation and submarine navigation. And very rightly, for these are marvels. But for that matter so are some of the things which we have gradually grown so used to that we never see them at all.

There is the railroad. Plenty of romantic mystery is to be found in the railroad yard of a great terminal. It is, first of all, a network of steel pathways which seems unbreakable. Trains come and go by devious ways; semaphore arms rise or fall in that one rectangular gesture of theirs. The providence that shapes the ends of all this takes the form of men tugging at some very prosaic looking levers in switch towers.

To get still another effect look at the yard by night, when great limiteds come surging through the dark, when the only guides are pieces of multi-colored switch and signal lamps. The cars of night freights being made up trundle about, and the yard never sleeps. In its way it is as full of life as the jungle. Every locomotive is a dragon harnessed to man's service.

The marvels of science are all about us, and the ones we have grown used to are just as remarkable as those of today and tomorrow.—Collier's.

WEATHER TO ORDER.

It May Possibly Be Brought About by the Aid of Electricity.

Is it possible to make weather to order? In the opinion of Sir Oliver Lodge, it is by no means beyond the powers of man. He advances the suggestion that exploration of the upper regions would result in discoveries which would enable man to control the weather.

The latter, he contends, is merely a matter of electrical conditions, and the ingredients necessary for fine weather are an upper atmosphere charged with positive electricity and a negative charge upon the earth's surface. Much, he says, could be done by placing a copper rod round the earth parallel to the equator and discharging millions of amperes (units) from this rod. Sir Oliver points out that we have spent millions on building railways, and why not invest capital in controlling the weather by this means?

Meanwhile, while we are thinking about the copper rod, much might be done by electricians. Sir Oliver Lodge suggests that they should ascend a high mountain, erect a powerful generating station and discharge all the positive electricity they can produce into the air. By this means much of the abnormal weather from which we suffer at times might be avoided and nature be induced to provide us with more regular seasons.

Why Not Say "Woman?"

Whenever one has occasion to mention the most remarkable sex of the human species one is confronted by the pertinacious fact that there is no general term to describe the subject of one's dissertations except the unlovely and almost meaningless term "female." That term is altogether too general. It includes cows, hens and all other beings of that gender. Some word is needed that will express the female of the human species and nothing else. She who orders the universe and makes planets and stars worth while ought to have a name of her own and one worthy of her. We call upon the nations of the world to devote themselves for a time to this really important task.

Tentative.

Their teacher had lately become engaged, and all the girls were tremendously interested—naturally. Everybody wanted to see the ring, and more than one was grievously disappointed in the size and splendor of the token. One ten-year-old maiden considered it critically and then remarked: "It's mighty small, ain't it? Does that mean that you haven't really quite made up your mind to take him?"—New York Post.

Against Additional Expenses.

Young Mrs. Green (to neighbor)—I'm having such trouble keeping our food. I bought a real nice looking refrigerator, but it doesn't seem to work well at all. Neighbor—Do you keep ice enough in it? Mrs. Green—Yes! I hope you don't think, after spending all that money on a refrigerator, we'd go to the additional expense of buying ice.—Boston Transcript.

Avoiding Discussion.

"You must give your wife credit for knowing as much about the political situation as you do."

"That's what I want to do," replied Mr. Growcher. "I want to give her credit for about everything without putting her to the trouble of explaining a single word."—Washington Star.

Girls and Giggles.

"Beware of the girl who giggles," says a social settlement worker. Social settlement workers, who have exceptional opportunities for meeting many kinds of people, may actually know of girls who don't giggle.—New York Sun.

Somewhere.

"Ah!" chuckled the bore. "I thought I should find you somewhere, and"— "You" sneered old Fustus Foster; "I am always there."—Judge.

Brantford to Celebrate

July 2nd—Gala Day—Neighboring City

As will be seen by the advertisement in another column of this issue, Brantford will celebrate the Semi-Centennial of Confederation on July 2, in a most elaborate manner. The Committee in charge has been working on the programme since October last and a pageant of surprising attractiveness has been completed. The main feature of the day's entertainment will engage 1000 school children in singing, and fancy drills. British crowned heads since 1867 will be represented, as well as Court scenes. The Fathers of Confederation will appear in costume. Bands have been engaged and a big day generally has been arranged for. A pleasing feature of the big pageant is that it is highly instructive as well as entertaining.

County Council

(Concluded from Page 8)

No. 1. The Deputy Minister of Education; letter be referred to the Finance Committee.

No. 2. Haldimand Board of Agriculture; the grant being made in December, 1916 meeting, the sum of \$25 be paid.

No. 3. The bill from the Recruiting League; no action be taken, and that the Clerk write to the secretary League that this county is not liable for this account.

No. 4. Crossing on Forks Road, Moulton; that the request of the coroner's inquest and the petition be carried out, as they want a bell to be placed at the crossing.

No. 5. Re Auction Licensees (Kelly & Porter); no action.

No. 6. The Petitioners of the Oneida ratepayers on the Hamilton & Port Dover Road regarding a watercourse, be referred to the County Road Superintendent.

No. 7. The letter of Dr. Pringle case, no action be taken.

No. 8. Jarvis Continuation School at Jarvis, be granted their usual grant of \$300 and recommend payment of same. All of which is respectfully submitted.

R. W. SMITH, Chairman.

Pyle-Roulston—That the report of the Special Committee on Communications be adopted as read, carried.

Roulston, Pyle—That leave be granted to introduce a by-law for the purpose of providing for the current expense and liabilities of the county for the year 1917, and that the same be read a first time, carried.

Clark-Wilton—That the report of the Agricultural Committee be received and read, carried.

Pyle-Roulston—That we do now adjourn to meet to-morrow at 10 o'clock a. m. carried.

(Concluded Next Week.)

Homeseekers' Excursions

Every Monday till October 29th.

LOW FARES FROM TORONTO

Albion	35.00
Athabasca	42.50
Edmonton	47.00
Estevan	47.00
Canora	39.75
North Battleford	43.75
Regina	40.50
Forward	40.25
Saskatoon	37.75
Dauphin	42.50
Lucerne	53.00
Calgary	46.75
Carleton	42.50
Hanna	46.00
Roseton	41.00
Yorkton	39.25
Moos Jaw	41.00
Prince Albert	37.50
Brandon	35.00
Winnipeg	35.00

For Tickets, Reservations, Literature and Information, apply to Geo. L. Miller, Insurance, Jarvis, or write R. L. Fairbairn, G.P.A., 68 King Street East, Toronto.

CANADIAN NORTHERN

GRAND Semi-Centennial CELEBRATION

BRANTFORD, JULY 2

1000 School Children in Dancing, Singing and Fancy Drills

Full Representation of Fathers of Confederation

Queen Victoria, King Edward and King George in full Court Trappings with their Courts.

A Magnificent Pageant

Massed Bands, Etc.

EVERYBODY COME

House Cleaning Season Is Here

You will be replacing your worn-out Springs and Mattresses with New. Before you do so don't fail to inspect our complete line of Springs and Mattresses.

Dining Room Sets---

---Bedroom Sets

We will be pleased to show you our large assortment of the above.

FURNITURE AT MODERATE PRICES

Agent for the celebrated WHITE SEWING MACHINE

--IVAN W. HOLMES--

Furniture and Undertaking

BANK OF HAMILTON

Established 1872.
Capital Authorized, \$5,000,000
Capital Paid-up, \$2,000,000
Surplus, \$3,000,000

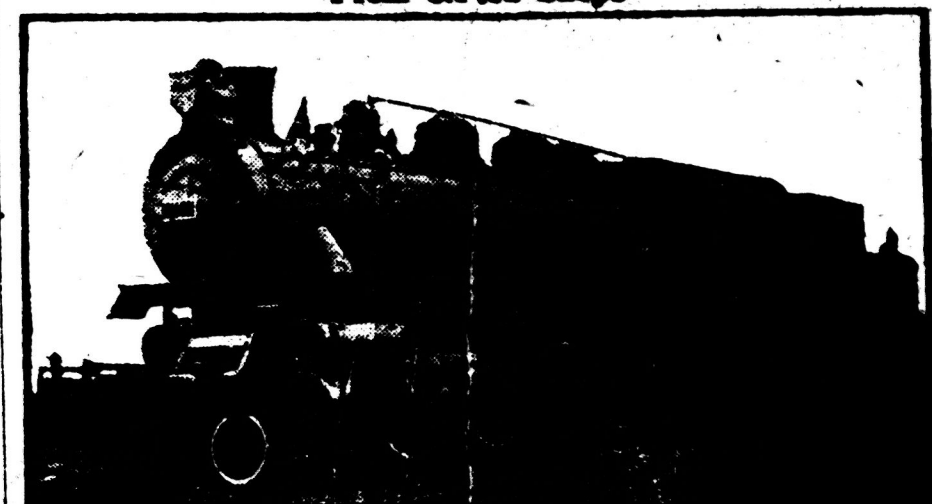
The Farmer's Convenience

THE Bank of Hamilton is always ready and glad to help the farmer regarding his Cattle Business, Sale Notes, Drafts or Deposits. Consultation invited.

JARVIS BRANCH
R. E. TELFORD, Manager
52-C

NEW OIL-BURNING ENGINE

Lord Shaughnessy Inspects Latest Construction From C.P.R. Shops



A NEW Decapod locomotive, just turned out by the Angus Shops for the Canadian Pacific Railway, has been inspected at Montreal by Lord Shaughnessy and a number of interested railway officials.

What strikes one most about this wonderful engine is the compact and safety under which the engineer drives his train, and the ease with which so many tons of machinery can be operated from the luxurious shelter of a protected and cushioned cab. The locomotive engineer is not a machine but a human being, his cab is the same as his home, and up-to-date railway management are recognizing this by providing him with pleasant quarters. There is no doubt sound policy in this, for the less disturbed he is by weather, or other physical conditions, the more ease he can devote to the locomotive and the train itself. Under the same circumstances which sometimes prevail in the mountain divisions, this naturally conduces to safety, and so far as the locomotive engineer is concerned Safety First and Comfort First go hand in hand.

The interior of the cab, which is roomy and well ventilated, has spring cushioned seats which can be moved on a slide, while the sliding arm-rest on the window is also comfortably cushioned. A coat cupped with swinging page takes care of the sun when the sun is shining, while a double window with storm window for winter and are constructed with small panes—a great advantage, as they are more easily and quickly replaced and occasion less discomfort if broken. A wind deflector enables the engineer to see the track without having his eyes, while a wind deflector on the roof of the cab stops the back draught and keeps the cab free from dust. The cab itself has double ventilation and is pleasantly warmed in winter through having the locomotion on the boiler heated in pipes, which can be easily lifted out. The roof is painted a coal grey, and coal dust streaks cover the lights, while the eyes are further protected by a deflector on the top edge which deflects the spray from the engine.

The water gauge is protected with a screen in case of the glass breaking, and, indeed, every possible device that human ingenuity has invented has been provided for the safety and comfort of the man behind the gun.

A great improvement in the power reverse gear worked by air, as easy to work as the handle of a sewing machine, which eliminates the old heavy hand lever and reduces the physical strain upon the engineer.

So far as the exterior of this locomotive is concerned, this has been designed so that repairs can be made without the man having frequently to go inside or under the engine. One of the old varieties of the engine crew recovered by a new type of air stream, allowing coal oil into the pump which reduces little or no attention. A noticeable feature of the exterior is the Laird crosshead, an old type revived because it ensures such excellent lubrication and is easy to maintain. A safety clamp is applied to the guide bar to prevent it from dropping. The guide is self-aligning and maintains alignment better than the ordinary guide, while the leading driving wheel is flexible with one inch extra play and is provided with wedge play to ensure proper guiding. The engine track is covered by a sliding mechanism, and there again the safety of the engineer is considered in the safety clamp which prevents the tank from sliding forward on to the cab in case of collision.

Twenty-two such Decapods are under order for the Canadian Pacific Railway, and will be in service on the Mountain division. Maximum power for minimum weight is the keynote of their construction. The locomotive itself weighs 125 tons, the tender 22.5 tons, loaded, while the tank capacity is 3,500 gallons of oil and 7,000 gallons of water.

Notwithstanding high prices of materials, the Canadian Pacific has constructed it in its own shops, having built 1,200 cars last year and under construction at the time of writing.

MONTREAL is the birthplace of the famous Canadian Pacific Railway. On May 18th, 1881, the first train of the line was run from Montreal to Vancouver. The line is now the longest in the world, stretching over 10,000 miles. It has played a great part in the development of the West, and is a source of pride to all Canadians.

Adv