

Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "just-as-good" are but experiments that trifle with and endanger the health of infants and children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

the Sign of

W. D. H. Fletcher

In Use For Over 30 Years

The Kind You Have Always Bought

THE CENTAUR COMPANY, NEW YORK CITY.

You can cook to the full capacity of the top and bake an oven full of good things with a

McClary's Pandora Range

at the same time. Many exclusive features you should know about. Let the McClary dealer show you.

MADE IN CANADA

for sale by E. T. CARTER

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 curvatures. 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 these 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.

"It 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



GEORGE BURY, Who has just returned from Petrograd.

in the navy amongst the officers. Foreigners were not molested deliberately and any killed was due to accident.

"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 uniform cheers went up 'Bury, Bury' (English). It would be the least emotional thing I think he belonged to 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

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. Much more tonnage, for instance, could be handled with the existing motive 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. Any thing 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.

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, the increasing the train capacity without requiring additional train crews. Grain cars rated for 20 tons are being built for 25 tons.

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.

Total tons freight carried 1 mile	1907	1915	Increase
Aggregate capacity of freight cars (in tons)	11,687,711,830	17,661,309,723	51.1%
Total freight cars	2,908,803	6,731,285	131.4%
The 1907 average car	105,540	261,690	248.1%
The 1915 average car			248.1%

Capacity 17 1/2 Tons	Capacity 33 1/2 Tons
Contents 15 1/2 Tons	Contents 18 1/2 Tons

The car capacity increased 5.8 tons. The contents increased 3.0 tons. 49% of the additional capacity provided was in the form of extra cars. 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 54,900 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.

C. Rodgers is agent for the Oliver Typewriter.

HOMESEEKERS' EXCURSIONS



MAY 8th TO OCTOBER 30th
Every
TUESDAY
"ALL RAIL" - also by
THURSDAY'S STEAMER
"Great Lakes Routes"
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Your Future is in the West
The fertile prairies have put Western Canada on the map. There are still thousands of acres waiting for the man who wants a home and prosperity. Take advantage of our rates and travel via
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For Infants and Children
In Use For Over 30 Years
Always bears the Signature of *W. D. H. Fletcher*
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Have You a Dining Room to Furnish

If you have, you will find it well worth while to come and see the good collection of reliable Dining Room Furniture displayed on the 3rd Floor—Dull Oak—Mahogany and Walnut,—a fine choice of Jacobean and Mission Styles.

Some First Aids To House Cleaning

Vacuum Cleaners, how much easier one makes house cleaning—It will clean Draperies—Upholsteries—Walls—Books—Carpets—Rugs—Floors—Clothes. It will gather the dust behind the radiators and the dust in the Furniture tufts, it will lift that fine layer of dust from the picture and clean the register.

The "Erica" Electric Vacuum cleaner is the best cleaner on the market. Price \$42.50 and \$49.50.

CARPET SWEEPERS—The "Domestic" at \$15.00 is one of the best we know its good bristles and cushion corners. Other reliable sweepers at \$3.00, \$7.00, \$5.00 and \$3.00.

It is Fair to Advise Our Customers that Our Stock of Rugs and Carpets is at Its Best. Furthermore, we do not expect to receive any more this Season

"Overheard" In The Store

It's a CRIME to have a store and a stock like this in a town the size of Simcoe." If that gentleman that made the above remark could have happened around the following morning about the time the dray load of furniture was leaving Falls store for Brantford, he would probably have changed his mind. "It's not the first load of Furniture by a long way that has gone from this store to Brantford and within 3 and 4 miles from Brantford."

New Prices - - - and how on

Women's Suits

Serges, Gaberdines, Coverts and Tweeds

- \$11.00 for any \$15.00 Suit.
- \$22.00 for any \$25.00 Suit.
- \$26.50 for any \$30.00 Suit.
- \$30.00 for any \$35.00 Suit.

Something New Each Day

- New Imported Hang Bags.
- New Separate Shirts, in Striped Flannel, Black and White Shepherd check, Taffeta and Serge.
- New colored Silk Hosiery.
- New Neckwear for men.
- New Wide Striped Taffeta.
- New Tweed Rain Coats for men.
- New Needle work Items.
- New Silk Sweater Coats.
- New Hammocks
- New English Dinner Sets.
- New Cut Glass.

More Pretty New Frocks of Silk were unpacked Tuesday \$15, 18, 20, 25, 30 and 35.

300 Women's Raincoats in a Special Sale that begins Saturday \$4 to 8.

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CO. OF SIMCOE, Ltd.