VOL. XX1.

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FENELON FALLS, ONTARIO, FRIDAY, OCTTBER 6TH, 1893.

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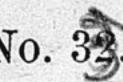
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England's Greatest Strike.

AN UNHEARD OF AMOUNT OF DESTITU-TION AND MONETARY LOSS.

LONDON, Oct. 2. - To day coal is \$17 a ton in London, and it is expected that by the end of the week it will reach \$12, or even more. Taking all the stores of the metropolis into account, it is said that there is less than one full day's supply on hand, and even if all the Midland mines, which it is hoped will reopen to-day, should do so, transit will be so slow that the scarcity will last for another month. It is estimated that at least 1,500,000 wage-earners are now affected, and about 50 per cent. of this number are wholly out of work. So colossal has the calamity grown that figures lose their ordinary meaning to the mind. In the little town of Castleford alone there are 10,000 people without the money for a meal among them, and the charities thus far organized only go the length of providing them with soup and bread every other day, though 600 board school children are getting breakfasts daily at Normanton. But dreadful as the distress among the lookout and striking colliers is, the latter are far overshadowed in numbers by the operatives in other industries now thrown out of work by the closing of mills, furnaces, factories and railway shops. General paralysis of manufacturing is causing the country more millions weekly than anyone dares to think of. It is commonplace to say that nothing like such misery and disaster has ever been known before in England. There is no parallel for it anywhere save, perhaps, in some peculiarly savage and widespread phase of devastation by war. Just as in America six weeks ago it became clear that Congress has got to do something to extricate the country from an impossible currency position, so here it is seen now that Parliament cannot be allowed to permit this wanton and wicked outrage on the whole community to be wrought again. The air is alive with projects for Government interference.

Broaden the Waggon Tires.

It seems inadvisable to attempt by legislative force a reform that cannot easily offset by the depth to which the lafter a tie of 15 innin s.

wheels so encircled will sink into the mire and the greater force required to drag them through it. In all European countries where smooth, hard roads have been constructed, people would no more think of permitting them to be cut to pieces with narrow tires than they would of allowing a man to set at work digging them up with a pick-axe. There is an indirect way of getting at a change in the common custom of farmers that would be very effective. To prohibit and punish the use of the narrow tires is hardly practicable, but a tax levied on all farm waggens having tires not exceeding a certain width would soon banish them from the public highways, and such an imposition would be perfectly justified, as the receipts from it would not suffice to repair the damage which such tires cause. As an accompaniment of road . reform, the adoption -enforced, if necessary-of standard waggon tires is a necessity.

A recent enactment of the New York legislature provides that to every person using a two horse or larger waggon with wheels not less than three inches wide on the public highway, a rebate of half his highway taxes shall be granted. This law was made in the interests of good roads. Dealers in waggons who have been interviewed in Albany say that since the law went into effect, on June 1st last, the demand for waggons with wide tires has shown a marked in-

The professor of agriculture of the Missouri Experiment Station, who has conducted experiments for the purpose of ascertaining the difference in the draught of a given load on the same road, but on waggons with tires of different widths, gives his result as follows:

"The wheel tires were respectively one and a half inches and three inches wide, and the trial was made on a partially dried mud road. The load was in each case 3,093 pounds. The draught for the wide tires was 371 pounds, and for the narrow 441 pounds, and the broad tires cut the road less deeply than did the narrow ones.

Mr. James A. Bell, in his bulletin on the making of roads, has the following: "The width of tires on vehicles has a great deal to do with the destruction of our roads. The great defect is that for heavy loads the tires are too narrow. It has been proved by repeated and careful experiments that wheels with tires two and a half inches wide cause double the wear of wheels which have tires four and a half inches wide. The surface of the roadway is not able to bear the heavy load put upon it by narrow tires, the tire therefore cuts through the surface and forms deep ruts.

The width of tires on wheels should be properly proportioned to the weights they are designed to carry. Wide tires have a tendency to roll the road and keep the road smooth at the same time; usually it does not require the same amount of force to haul a vehicle with wide tires as it does to haul one with narrow tires. Municipalities should consider the regulating of this traffic in regard.

Most of the European countries have laws regulating the width of tires on vehicles. In France the market waggons have tires from three to ten inches in width, usually from four to six inches. Not only have they wide tires, but in most of their four-wheeled freight waggons the rear axle is fourteen inches longer than the fore axle, so that the rear wheels run on a line about an inch outside the line of the fore wheels; instead of being a road destroyer they are a veritable roadmaker.

In order to encourage the use of wide tires in the State of Michigan, they have a law granting a certain reduction in taxes to those who use wide tires.

Vehicles on springs are much easier on the roads than those without springs. Wheels of large diameter do less damage to roads than smaller ones, and cause less draught."-Farmers' Advocate.

Itch on human beings and horses and all animals cured in thirty minutes by Woolford's Sanitary Lotion. This never fails. Sold by W. R. Madill, druggist.

The Philadelphias and Cincinnatis played another remarkable game recently-fifteen innings and a tie, with the score 1 to 1. Cincinnati has been the be accomplished easily; and that ought | scene during the last two years of four to depend upon personal intelligence remarkable games. Last year the Chiand self-interest. At the same time it | cagos played a game of 20 innings on is useless to hope for permanent road those grounds, the score standing 7 to 7 improvements as long as the ordinary at the end. The Bostons put in 14 inwaggon tire is used. How this came nings about the same time with not a to be generally adopted is a mystery, run on either side, and last June the for the saving in weight of metal is New Yorks went away from Cincinnati

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done in the village or country. Fenelon Falls, March 20th, 1893.