

The Fenelon Falls Gazette.

VOL. XXI.

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

No. 32.

A FRESH SUPPLY OF
Fly Paper! Fly Paper!!
JUST RECEIVED.
DRUGS, STATIONERY & SCHOOL BOOKS,
A FULL STOCK AT
W. R. MADILL'S.

Professional Cards.

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A. P. DEVLIN,
 BARRISTER, Attorney-at-Law, Solicitor
 in Chancery, Kent Street, Lindsay.

HOPKINS & CHISHOLM,
 (SUCCESSOR TO MARTIN & HOPKINS)
 BARRISTER, SOLICITOR, &c. Money
 to Loan at 6 per cent. Office, Wil-
 liam street, next to the Bank of Montreal.
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MOORE & JACKSON,
 BARRISTERS, SOLICITORS, &c. Of-
 fice, William street, Lindsay.
 F. D. MOORE. A. JACKSON.

MCINTYRE & STEWART,
 BARRISTERS, Solicitors, Notaries, &c.
 Offices over Ontario Bank, Kent street,
 Lindsay. Money to loan at 6 per cent. on
 easy terms.
 D. J. MCINTYRE. T. STEWART.

NOTICE.

All Notes made payable to JAMES BRAY
 Agent, will have to be paid to Frank Kerr
 post-master here, who holds said notes.
 JAS. JOHNSTON & Co.
 Fenelon Falls, June 30th, 1891.—19 t.f.

MEDICAL.

A. W. J. DEGRASSI, M. D.,
 CORNER, Physician, Surgeon, &c., &c.
 Residence, Brick Cottage, Wellington
 street, Lindsay.

DR. A. WILSON,
 —M. B., M. C. P. & S., Ontario—
 PHYSICIAN, SURGEON & ACCOUCH-
 eur. Office, Colborne Street, Fenelon
 Falls.

Dr. H. H. GRAHAM,
 GRADUATE of the University of Trinity
 College, Fellow of Trinity Medical
 School, Member of the Royal College of
 Surgeons of England, Member of the Col-
 lege of Physicians and Surgeons of Ontario.
 Office and residence on Francis-St. West
 Fenelon Falls, opposite the Gazette office.

R. M. MASON,
 VETERINARY SURGEON; Honor Grad-
 uate Ontario Veterinary College, To-
 ronto, 1884; R. M. O. V. M. A.
 Residence—Corner Colborne and Louisa
 streets, Fenelon Falls.

SURVEYORS.

JAMES DICKSON,
 P. L. Surveyor, Commissioner in the Q. B.,
 Conveyancer, &c. Residence, and ad-
 dress, Fenelon Falls.

DENTAL.

W. H. Gross, Dentist.

The beautiful Crown and Bridge work
 practised with success. Gas and all other
 anaesthetics for extracting teeth without
 pain. A set of Artificial Teeth, better than
 the average, for \$9 00. Rooms directly
 opposite Wood's stove depot, Lindsay.

H. HART, L. D. S.

A SET OF GOOD TEETH FOR \$10. Gas
 and local anaesthetics for painless ex-
 tracting. Satisfaction guaranteed in all
 branches of dentistry.
 Office over Fairweather & Co's store,
 nearly opposite the post-office, Lindsay.

THE SYNDICATE.

WE WILL COMMENCE on August the 19th a Clearing Sale for 30 days of Dry Goods, Boots and Shoes. We must reduce our present stock before our enormous fall stock arrives. To accomplish this we will offer the following lines at prices that will make things go:—Dress Goods, Challies, Prints, Hosiery, Gloves, Parasols, Muslins, Gingham, and heaps of other goods that we have not space to mention. During this sale we will offer every pair of our large stock of Men's and Women's Oxfords and Toe Slippers at *Cost Price*. We have Red Shoes, Tan Shoes and Black Shoes, all the latest styles and best makes, which must go. See them and get prices before buying. When we say that we will reduce prices we mean it, and the prices go down. It is not a scheme to get you to our store to charge you the same old prices.

OUR GROCERY STOCK IS COMPLETE.

We have 50 half chests of that good 25 cent Tea on the way, and if you want the best get a pound of it. **REMEMBER!**—This sale will last 30 days, and goods at reduced prices will be sold for *cash only*.

Next week call and see our new lines of Boots and Shoes made from the "Kangora" new process leather. Absolutely waterproof. Durable, yet soft as kid.

MCDUGALL, BRANDON & Co.,

JORDAN'S BLOCK.

Fenelon Falls, August 23rd, 1893.

WANTED.

Salesmen to sell our choice and hardy Nursery Stock. Many special varieties to offer both in fruits and ornamentals, and controlled only by us. We pay commission or salary, give exclusive territory and pay weekly. Write to us at once and secure choice of territory.

MAY BROTHERS,
 Nurserymen,
 Rochester, N. Y.

17-20w.

To the Public.

THE ROYAL CANADIAN INSURANCE Co. has amalgamated with the Alliance of England, giving insurers the security of \$25,000,000 and the same good policy.

JOHN AUSTIN, Agent.

Also agent for the Queen of England and Caledonian of Edinburgh. Capital combined, \$45,000,000.
 Fenelon Falls, July 25th, 1892.

MONEY TO LOAN.

I have recently had a considerable, though limited, sum of money placed with me for loaning on farms at

Five and a-half per cent.

Parties wishing to borrow on these terms should not delay to make application. Large amounts of funds, at slightly higher rates, according to security. In most cases solicitor work is done at my office, insuring speed and moderate expenses.

Allan S. Macdonell,
 Barrister &c., Lindsay.

J. Neelands Dentist.

Beautiful sets of Artificial Teeth inserted for \$10, \$12 and \$14, according to quality of teeth and kind of plate. Imitation gold filling inserted in artificial teeth *free of charge*. Gas (vitalized air) and local anaesthetics used with great success for painless extraction. Visits the McArthur House, Fenelon Falls, the third Tuesday of every month. Call in the forenoon, if possible. Office in Lindsay nearly opposite the Simpson House.

England's Greatest Strike.

AN UNHEARD OF AMOUNT OF DESTITUTION AND MONETARY LOSS.

LONDON, Oct. 2.—To-day coal is \$11 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 Normanston. 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 be accomplished easily; and that ought to depend upon personal intelligence and self-interest. At the same time it is useless to hope for permanent road improvements as long as the ordinary waggon tire is used. How this came to be generally adopted is a mystery, for the saving in weight of metal is easily offset by the depth to which the

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 waggons 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 increase.

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 Cincinnati played another remarkable game recently—fifteen innings and a tie, with the score 1 to 1. Cincinnati has been the scene during the last two years of four remarkable games. Last year the Chicago played a game of 20 innings on those grounds, the score standing 7 to 7 at the end. The Boston put in 14 innings about the same time with not a run on either side, and last June the New Yorks went away from Cincinnati after a tie of 15 innin_.

S. NEVISON,

—DEALER IN—

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Latest Designs in Hall, Parlor, Dining-room, Bedroom and Ceiling Papers,

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OIL-PAINTED SHADES,

Crockery, Glass-ware & Fancy Goods.

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done in the village or country.

Fenelon Falls, March 20th, 1893.