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After looking around for a considerable time to find out the best Separator, I have succeeded in obtaining the agency for the

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as without doubt the best machine on the market for the following reasons:

1. It is all in one.
2. There are no loose parts whatever.
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A large assortment of Belfast Table Linens that are worth seeing. Just the thing for wedding presents.

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IRON and COAL,

IRON PIPE, and  
PIPE FITTINGS.

Thos. Robson,

Fenelon Falls.

The Fenelon Falls Gazette.

Friday, April 20th, 1900.

### The Transvaal War.

Another week has passed without any stirring news from the seat of war, though it is said, without going into particulars, that "important movements are being carried out." Very little mention is made of Mafeking, which was reported, a few days ago, to be able to hold out for two months, but General Brabant's force is said to be within eight miles of Wepener, which has only been besieged for a comparatively short time. A determined assault was made upon it last Tuesday, but the assailants were gallantly repulsed by the little garrison, and it is not likely that they will have to hold out much longer. There has been desultory fighting over the scene of operations, and some of the Canadian Mounted Rifles and Strathcona's Horse assisted to seize a strong position, but no battle of any importance has taken place. Lieut.-Col. Sam Hughes says that the war will soon come to an end, but we don't think his opinion is worth much, and the Boers have just equipped a foundry at Pretoria for the manufacture of big guns, one of which has already been sent to the Free State.

### Crying Before They're Hurt.

At a session of the Committee on Agriculture last week the Deputy-Minister of the Interior, Mr. James A. Smart, took the opportunity to set at rest the various stories which have been circulating in the Tory press about the wholesale departure of recently arrived Doukhobor immigrants to California. According to the most matured report, many of these people had already left Canada, and thousands more were prepared to leave shortly, and the oddest part of it all is that the very papers that had been doing the most howling at the Government for bringing them into the country, though at no additional cost to the treasury, were now making the most noise at the prospect of their going out again. The facts of the case, however, appear to be simply that a Russian connected with some Californian railway, having heard stories of the people who had come out to Manitoba being destitute, started work among them through some Russians who had followed them and among whom were a couple of Nihilists. However, he only succeeded in getting nineteen Doukhobors in all, men, women and children, to leave. These were stopped at the border by the United States Government under the alien labor law, and the Northern Pacific Railway was compelled to return them to Canada and they are now in Emerson.

### Prosperity Pictorially Portrayed.

The value of pictorial aids in educational matters has always been recognized; but, while it has been a common thing in the training of children to aid the ear with the eye, it is a somewhat new departure to introduce it into public affairs. The innovation was first introduced by Mr. Fielding in connection with his budget speech last year, and so excellent was the result that he repeated it this year. With the aid of a number of diagrams, the growth and development of Canada in many directions is seen at a glance. Among other

facts of considerable practical interest it is shown that since Confederation the total trade of the country increased from \$131,000,000 to \$321,661,000. The increase in imports has been \$89,000,000 and in exports \$101,000,000. Shipping has doubled in tonnage since Confederation and the tonnage of the coasting trade has trebled since 1876. Railway mileage has increased by 17,000 or nearly eight times since Confederation, railway traffic has increased five times since 1876. Business failures are \$2,000,000 less than they were 27 years ago, and of course bear similar proportion to the total business of the country. Deposits in the chartered banks were \$33,318,060 at Confederation, and \$258,402,000 in 1899; deposits in the savings banks increased in the same period from \$4,360,692 to \$66,135,000; deposits with loan companies and building societies from half a million to nearly nineteen millions, and so on.

### Placing The Blame Where It Belongs.

The British Empire Review (London, Eng.) referring to the racial unrest which has been so assiduously fostered by unscrupulous Tory politicians for party ends, declares in an issue just to hand: "The real source of an actual hostility to British connection in French Canada rests with a number of European Frenchmen, who have obtained control of a portion of the Quebec press, and who are perfectly reckless as to the amount of discord which they may succeed in spreading among their neighbors. We fear, however—and the view is one which has been pressed upon us by well-informed Canadian correspondents—that a section of the British population has not hesitated to utilize the materials of race antagonism for purely partisan ends by bringing against the French-Canadians a general charge of disloyalty. Englishmen at home, it is certain, find something more than difficulty in regarding Sir Wilfrid Laurier, whose popularity in this country is exceptional, in such a character which they would dismiss summarily as a mere caricature; and it is evident to the friendly looker-on that if Canada is to maintain her position both as a great 'power in the west' of the empire, and as a great 'power in the north' of the American continent, the time has come for all her patriotic sons of whatever origin to close their ranks, and by a common effort to make renunciation of those disintegrating elements which threaten otherwise to prove fatal to the realization of her ideal as a united nation."

### A Conquering Hero.

Our Sam is scaring Boers at a great rate and harvesting a big crop of laurels in the Transvaal. In his last epistle to the *Watchman-Warder*, written at a place called Karee Kloof, on March 14th, he tells how a little force of 33, of which he was commander-in-chief, won two battles—or "scraps," as he sometimes more modestly terms them—thereby covering themselves with glory and earning the admiration and applause of all who have heard of their achievement. One Boer was captured, another (presumably) killed, and about half-a-dozen wounded, while Sam hadn't a man hit. "Other than one fellow getting the end of his little toe ticked." Nearly three columns of type are filled with a description of the two battles, and Sam is naturally egotistic of himself, because his force was outnumbered by the enemy ten to one, a much greater disproportion than at Belmont, while the Boers "admit" that Sam and his men knocked over eight of them—as many as were subjected to the same unpleasantness at Magersfontein. Col. Hughes, thinking of Balaklava, spread his men out in a thin khaki-colored line of three miles in length, leaving a space of about 175 yards between each man and his neighbor, in order, probably, to surround and capture the "cloud of Boers" to be seen in the distance; but the Boers, after catching sight of Sam, kept at a respectful distance, and our hero had in his pocket the written orders of his commanding officer not to attack. The first of Sam's battles took place at Scheffer's Dam, and the second at Witteboomen, both of which names ought to be engraved on a medal to pin upon the breasts of the men who took part in the engagements. At the time of writing Sam expected another big battle, the plan of which would, of course, depend on his reports of position, nature of ground, water supply and strength of the enemy, upon all of which points he is, we suppose, thoroughly well informed. Sam's long letter is not only interesting, but intensely amusing, from the extravagant lengths to which he goes in "blowing his own horn."

### Courage of the Boers.

Sam Hughes—who, notwithstanding his multifarious duties at the seat of war, finds time to write voluminous let-

ters full of egotism—says that the Boers are "the most infernal cowards" he ever heard of; but that is not the opinion of many whose statements are fully as reliable as the gallant colonel's. Scores of British officers and privates in the Transvaal have credited the Boers with the most determined courage, and a London (Eng.) paper contains an extract from a letter written by Private George Fahey, of General Buller's force, in which he says:

"I could not but admire the courage of the enemy in standing our terrible cannonading. It was superb. The first day our artillery fired about 4,000 rounds and they never flinched. Whatever their faults are, their bravery atones for it. It was the talk amongst our officers, especially the artillery, who are loud in their praise."

So much for the Boers' "cowardice." And this is what the same Private George Fahey says about firing upon flags of truce, which it appears is sometimes done by the British as well as by the Boers, and in all cases, most probably, by mistake:

"The Boers sent a flag of truce, with a request to bury the dead on a certain hill. The bearer also stated that we could send a party to bury ours, or they would do so. Our colonel met the emissary, and said he was very courteous and nice. The request was granted, but an unfortunate incident occurred. Our naval gun on a distant hill, unaware of the truce, opened fire on the burial party, amongst whom were two of our chaplains. It was of course stopped at once and an explanation sent to the enemy."

### Personals.

Mr. Delbert Barr was home for a few hours on Wednesday from Bass Lake.

Mr. M. Whaley left the Falls on Tuesday with a gang of men he had hired to work in the Parry Sound mills.

Mr. William Fountain left on Wednesday for Victoria Harbor, accompanied by his daughter, Mrs. Huffman, whose husband went there some time ago.

Messrs. William Duggan, John McIntosh, Thomas Donaldson, John Taggart and Daniel Taggart left on Thursday for Irondale, to drive logs for the Rathbun Company.

Mrs. Mary Smith, of Lindsay, and Mrs. Joseph Pogue, Sr., of Peterborough, were at the Falls on Wednesday attending the funeral of their grandchild, the infant son of Mr. Thomas Smith.

NAVIGATION OPEN.—The swing in the railway bridge here at the Falls was unlocked last week, and the lakes were clear of ice on Monday, the 23rd, three days earlier than last year. Navigation is, therefore, open, and the whistle of steamers in the Fenelon river may be heard by the end of the week.

DISAPPEARING.—The saw-mill on the property purchased by the Lindsay Syndicate from the executors of the Smith estate is fast disappearing, a gang of men having been at work for several days past pulling it down. As it was built in 1897 the materials, with the exception of the shingles, are practically as good as new, and are being offered for sale in lots to suit purchasers.

GONE SURVEYING.—Mr. James Dickson, P. L. S., left last Monday for the Swan River district, in Manitoba, to continue the survey for the Dominion Government on which he has been employed during the past two or three years. He will require nearly or quite a dozen men, but took none from the Falls. He does not expect to be home again until near the end of November.

A Sunderland lady writes Dr. Neelands that he had made her a successful fit after having eight sets of teeth made in Toronto and elsewhere.—431f

OVERHAUL THEM.—As we have had no fire of any account in the village for a long time, we must be drawing nearer to one every day, unless we are never to have another, and it would be wise to overhaul our fire-fighting appliances and see what sort of condition they are in. The engine and hose may be in good working order, but then, again, they may not; and, if not, the consequences may possibly be very serious. Unless we are mistaken, they have not been examined for some little time, and they should be seen to without unnecessary delay. It is a good deal of trouble to take them out and test them, but it should be done if there is the slightest doubt as to their thorough effectiveness.

BIKES.—We were asked, some few days ago, whether we knew what this year's council intended to do about bicycles, and we could give no information on the subject. In Lindsay wheelmen can ride during the day upon any sidewalks, except those on the chief business streets, provided they dismount when they meet or overtake pedestrians, and the same privilege is asked for here at the Falls, where they are forbidden to ride on any of the sidewalks at any time. This they consider a great