

Absolute Merit

And the people's good judgment have made our store a success. Customers tell us they have traded with us 10 and 12 years, and some 17 years, and by fair dealing, steadily and constantly using every effort to lower the prices of reliable goods, our business has grown from the little tin and stove shop to one of the best equipped hardware stores in the county, we have gained your confidence, and to be always worthy of it will be our constant aim and ambition.

To those requiring anything in Hardware, Tinware, Stoves, Paints, etc., we are always pleased to quote the closest prices.



Paint?
Paint??
Paint???

That is the question.

Whether it is better in the end to suffer the sorrows and disappointments that poor paint will bring, or at the start provide the best that can be bought and end it there.

There is but one best, and that is **THE SHERWIN-WILLIAMS PAINT.**

With Paint you will need Brushes and perhaps Varnishes. These and all Painters' Supplies are to be found at

Jos. Heard's,
The Old Hardware Store.

FOR STYLE AND ECONOMY COMBINED

Go to **Wm. Campbell**, who has the largest, best assorted, most stylish and cheapest stock of

MILLINERY

in town. Come early and

SEE THE PLUMS.

Our Opening takes place every day.

NORTH STAR ROLLER MILLS.

The undersigned beg to announce to their numerous customers and the public generally that their new Roller Flour Mill is now completed, and grinding night and day. The machinery throughout is of the most modern pattern, and the quality of the output second to none in Ontario. Special attention given to gristing and chopping. We pay Lindsay prices for wheat and coarse grains, of which we want an unlimited quantity. Hides and skins, Furs, Cattle, Sheep, Pigs, etc., bought and sold. Agents for the Canada Carriage Company. Parties buying Flour or Feed in quantities would do well to write us for quotations before purchasing.

McDougall, Brandon & Austin.

TO THE FARMERS

Of the surrounding vicinity. If your Machines should need repairing, or if you should want any repairs, or new mould boards or steel land sides on your ploughs, COME EARLY, and don't put off till wanted. If you think of purchasing a good Pea Harvester, Hay Fork, or any other implement, give **ROBSON** a call, and you will get them at prices to meet the times.

THOS. ROBSON,
FENELON FALLS.

The Fenelon Falls Gazette.

Friday, June 25th, 1897.

The Jubilee Over.

The Queen's Jubilee celebration is now over, and will soon cease to be the subject of conversation, but it will be read of in English history when (the world enduring) Queen Victoria's days shall have become as remote as those of her renowned ancestor, Alfred the Great, now are. The pageant on Tuesday in London was of the utmost splendour, and, although millions of persons witnessed it, the only accident yet recorded is that which happened to the venerable Earl Howe, the Gold Stick, who, while riding behind the Queen in the procession, was thrown from his horse and received a nasty cut in the head. Nearly every civilized or semi-civilized nation upon earth was represented in the magnificent cavalcade; but the official representative of the "unspeakable Turk" was either "not in it" or went in disguise for fear of being hissed by the populace.

Mrs. McDiarmid's Case.

The law's delay is proverbial, and is well illustrated in the case of Mrs. McDiarmid of this village. On the 11th of October, 1895, she was knocked down and her ankle badly sprained by an express truck on the platform of the G. T. R. at Toronto, and it has taken over twenty months to ascertain what amount of compensation she is entitled to. At the trial before Judge Falconbridge she was awarded \$1,500 damages and costs against the G. T. R. Co. and the Canadian Express Co., who were sued jointly; and both defendants appealed on a variety of grounds, the chief one being that there was no evidence of negligence on the part of the defendants' servants. At the time of the accident the plaintiff was practically a passenger on the G. T. R., as her journey was not completed, and she was walking across the platform from a train to the waiting room with her ticket in her pocket. There might not have been, and possibly was not, any actual carelessness on the part of the two men who were propelling the truck by which the plaintiff was injured; but the man in front was pulling with his head down, and the man who was pushing behind could not see through the barrels with which the truck was laden. Therefore the Court of Appeal gave, on the 16th inst., the following decision:

"No case is made out against the railway company—this was an accident of the particular occasion—not indicating any negligence or want of care on the part of the controlling authority, the railway company. Appeal dismissed with costs as to defendants the Canadian Express Company, but allowed with costs as to the Grand Trunk Railway Company, and action as against them dismissed with costs. But, as defendants are defended by the same solicitor, the costs of dismissal will be set off against the costs of recovery, and the balance paid to plaintiff with the amount of the verdict."

What the costs of an appeal are we do not know, but in this case they cannot, we should think, reduce to any considerable extent the amount coming to Mrs. McDiarmid. McCarthy, Q. C., appeared for applicants and W. R. Riddell and R. L. Johnston for plaintiff.

An Excursion—With Episodes.

The Queen's Diamond Jubilee excursion to West Bay and Cobocook, under the auspices of the I. O. F., came off on Tuesday last according to announcement. The steamer chartered for the occasion was the *Sunbeam*, owned by Messrs. White & Grylls of Lakefield, who were both on board, the former officiating as captain and the latter as engineer. The *Sunbeam* is a handsome boat, 86 feet long and 17 feet wide over all, and is said to have the strongest hull of any craft on these waters. She was originally a side-wheeler, but since last season her paddle boxes and wheels have been removed and she has been furnished with a propeller. Her engine is of 50 horse-power, she is chartered to carry 225 adult passengers, draws 4 feet 7 inches of water, and her average speed is about nine miles an hour. She left the Falls a little before nine o'clock with about two hundred on board, and, the weather being very fine, though rather windy, and the steamer steady and commodious, the day's outing would have been as pleasant as could be desired, but for some untoward circumstances which occurred during the trip. As the *Sunbeam* had never before been above the locks, Mr. John Shane of this village was engaged as wheelsman; but the channel in the river is tortuous and narrow, he was handling a boat to which he was unaccustomed, and the result was that, especially on the return trip, the *Sunbeam* several times touched bottom and occasionally ran aground, and had either to wriggle into deeper water or be hauled off the shoal by Mr. John A. Ellis's little steamer, the *Dawn*, which fortunately accompanied her. The trip to West Bay was made in good time without mishap, but the water is shallow for several rods from shore, and it took the *Sunbeam* a considerable time to get in and land her passengers, who remained long enough to take a leisurely dinner under the trees and then roam around for nearly an hour and view the beauties of the spot and the commencement of the section of the T. V. C. through which vessels will come from Lake Simcoe into Balsam Lake.

The village of Cobocook was reached early in the afternoon, and here occurred an accident that might easily have resulted fatally. As the *Sunbeam* was to remain for some little time, Mr. Rowland, head teacher in the Fenelon Falls south ward school, and Mr. Hunter, electrician in the village electric light works, borrowed or hired a small skiff that was moored below the bridge and invited Miss Violet Wilson and Miss Bertie Brokenshire to go for a ride. The offer was accepted, the four entered the boat, which, after a while, was rowed under the bridge, and had gone but a short distance beyond when it was caught in the eddy at the foot of the dam, whirled around and upset. Both young men could swim, but Mr. Hunter received so severe a blow on the side of his head (though he does not know from what) that for a time he was nearly stunned, and might have been drowned but for the help afforded him by Mr. James Bray, of the Falls, who had thrown off his coat, jumped into the water and swam out to give assistance to any member of the party who might need it. Miss Brokenshire was carried by the eddy to the apron of the dam, to which she clung until a resident of Cobocook, whose name we cannot learn, climbed down on to a pier, reached down his hand and pulled her up. Miss Wilson was conveyed to shallow water by Mr. Rowland, and was then helped to shore by him and Mr. James Fields, of the Falls, who waded out a considerable distance to meet them. "All's well that ends well," but the spot at which the boat upset is said by those who know it to be very dangerous, and the four young persons may be very thankful that they escaped with their lives. After their aquatic adventure they went to Pattie's hotel, where they were supplied with such comforts as they required and dry clothes.

The return home was replete with incidents somewhat disconcerting to the most timorous of the lady passengers. The boat was only a few rods from the Cobocook bridge when she got stuck in shallow water, and it required considerable time and trouble to get her afloat again. After that she steamed along slowly and carefully until Balsam lake was reached, when she struck her usual gait and kept it up until she arrived at Rosedale. Between this village and the lock below it the longest detention occurred. From some cause the man at the wheel missed the proper channel, and the *Sunbeam* again ran aground, sticking so fast that, but for the assistance of the *Dawn*, she could hardly have got off without relieving her of all her load; and, as it was, a good many passengers went ashore by means of an old scow that happened to be handy and walked as far as the locks, where the biggest scare of the day occurred in

consequence of a projection on the side of the boat catching on the wall of the lock, causing her to tilt sideways for about two seconds when the water began to run out of the lock. A few minutes later the *Sunbeam* was again on her way, and reached the Falls about nine o'clock. She is an excellent boat, but draws almost too much water to allow of wild steering in the rivers north of here.

The Sidewalks.

We have not looked into the village finances lately; but, whether they are flourishing or the reverse, a little money ought to be spent on the sidewalks, which in many places are getting into a dangerous condition. We notice that a little tinkering has been done lately under the directions of Constable Nevison; but laying down a new plank here and there and driving in a few nails fall far short of meeting the requirements. A great many of the old planks have worn so thin that they bend appreciably under even our light weight, and some of the sidewalks are so uneven—owing to the different thicknesses of the planks—that after it is too dark for the inequalities to be seen pedestrians roll about as if they were under the influence of liquor. Numerous holes large enough to take a child's foot can be found; boards an inch or more higher at the ends than those adjoining them are apt to trip people up, and projecting nails are a source of danger to boots and shoes as well as to their wearers. There is a difference of opinion as to the liability of a corporation for accidents caused by defective sidewalks, some maintaining that it is necessary for the attention of the authorities to be called to the defects to make the corporation responsible; but we do not believe that the plea of ignorance would be allowed in a case in which it could be proved that the authorities could not help knowing that repairs were necessary. At any rate, in the present instance, this notice in the *Gazette* will be sufficient.

Powles's Corner.

(Correspondence of the Gazette.)

Mr. A. E. Minthorne has the material on the ground for a stone pig-pen, 20 x 33, which will be fitted with all modern improvements.

Mr. Thos. Lane, of Fenelon Falls, has just finished a large stone wall for Mr. Hoovey's barn, 40 x 60, built two or three years ago, and Mr. Lane commenced last Monday at a wall under Mr. Robert Cooper's barn. The stone foundation that Mr. Lane built for Mr. Thos. Gillis in 1895 is a good advertisement.

The public should have a little thoughtfulness, and not rush to the post-office door as late as half-past nine at night for mail. Man's inhumanity to man makes countless thousands mourn. If from 6 in the morning until 8 p. m. is not sufficient the postmaster will keep open all night; but in future the office will be locked up at 8 o'clock sharp.

School Board Proceedings.

Fenelon Falls, 21st June, 1897. Board met at regular meeting. Present, F. McDougall (chairman), G. H. Littleton, Jos. Heard and T. Austin. Minutes of previous meeting read and approved.

Moved by Mr. Austin, seconded by Mr. Heard, That the following accounts be paid and the chairman give his orders for the same: J. T. Thompson, work and material for fence, south ward, \$2; Charles Keast, sawdust for trees, 90c.—Carried.

Moved by Mr. Austin, seconded by Mr. Heard, That this Board adjourn, to meet at the call of the chairman, and that all members of the Board be notified to attend.—Carried.

Fenelon Court of Revision and Council Proceedings.

Cameron, June 14th, 1897.

The Court met according to adjournment. Minutes of last meeting read and approved. A number of appeals were read.

Moved by Mr. Parkin, seconded by Mr. Webster, That the following names be entered on the assessment roll under the provisions of the manhood franchise act: Robert Taylor, Neil Sinclair, John McKeen, Hedy B. Feir, Wm. Beacom, James Upton, James Daniel, Bert Lapp, Richard Lapp, F. W. Coppins, Rupert Wagar, Herbert Wagar, Thos. Mark, Philip L. Mark, Mitchell Wood, John Blatchford, George Blatchford, James Cochran Jr., J. F. Anderson, J. A. McKenzie, Albert Gilson, Thos. Chambers and Thos. McNabb; and that Geo. Taylor be entered as owner of the west half lot 10 con. 5; Neil McEachern as owner east half lot 15, in the 2nd concession; that Joseph McGee's name be