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BARRISTER, SOLICITOR, Etc., FENELON FALLS. Office, Colborne street, opposite Post-office. Money to loan on real estate at lowest current rates.

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ALL BRANCHES OF DENTISTRY performed according to the latest improved methods at moderate prices.  
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DENTISTS  
Natural teeth preserved. Crown and bridge work a specialty. Splendid fits in artificial teeth. Painless extraction. Gas administered to over 9,000 persons with great success.

**ABOUT TIME**

to think of your Fall and Winter FOOTWEAR.

We have received this month the following well-known makes:

25 doz. pairs of the Empress shoes for women; price \$2.00 to \$4.00.

300 pairs of the Slater shoes for men; price \$3.50 to \$5.00.

40 cases of men's, women's, boys', misses' and children's Rubbers from the best Canadian factories.

The length of time a shoe wears is the best way to test its quality. Customers often tell us they have worn the Slater or Empress Shoe for over a year.

**GROCERIES.**

This season's goods.

New Selected Raisins.  
New Cleaned Currants.  
20 cases Horseshoe Salmon.  
40 cases Corn, Tomatoes and Peas.  
20 half chests of Japan Tea at 25c.

**POULTRY.**

I will pay the highest cash or trade price for live Chickens, Hens, Ducks, Geese or Turkeys delivered at my store or poultry house any Monday.

**J. L. ARNOLD.**

**DON'T BLOW UP**



the grocer if you find you are without a sufficient store of edibles in the house. The wise way is to come here and order a supply

**WE'RE READY** to show you the finest lines in groceries. You'll know their quality the minute you see them.

**W. L. ROBSON.**

**Who's Your Tailor?**

If you ask any particularly well-dressed man in Fenelon Falls or surrounding district, "Who makes your clothes?" invariably he will tell you

**'TOWNLEY.'**

Be one of the number, and call and see what he is doing for the Fall and Winter. His prices are right, consistent with first-class style and workmanship. He makes no other.

**THE ROSS GOVERNMENT  
OPENING UP  
NEW ONTARIO.**

**RAILWAY CONSTRUCTION IN ONTARIO.**

The Ross Government has always been in favor of the development of New Ontario by railway construction. The Opposition has tried in every way to thwart this feature of the Government policy, but happily without avail. Almost every proposition for railway aid and construction brought before the Legislature by the Ross Government has met with either open opposition on the part of Mr. Whitney and his followers, or practical opposition by placing obstacles in the way.

There can be no true development or permanent settlement of our new districts without corresponding railway construction, and this progressive policy on the part of the Government has been amply justified.

**The Algoma Central Railway.**  
The Algoma Central Railway has been constructed for a distance of 87 miles through a rich timber and mining country, with intervening agricultural areas, while 107 miles have been graded. Now that the Sault industries have been re-established on a permanent basis, and the various works are in operation, the Algoma Central Railway will in all probability be pushed to completion to a point on the main line of the C.P.R. as originally planned.

Already settlement has accompanied construction of the railway as far as it has been completed, and the pioneer conditions of settlement are being fulfilled at many points along the line.

When completed, this line is bound to be a most important factor in opening up the undoubtedly rich resources of that part of the Algoma District through which it passes.

When the Ross Government brought down the original Railway Bill of 1900, which included aid to the Algoma Central Line, Mr. Whitney violently opposed the measure as a whole. The Leader of the Opposition used his choicest epithets in denouncing the Bill, calling the proposition to aid the railway in question "The most phenomenal steal, the greatest attempt at public robbery, the most heinous public crime that was ever attempted by men in authority in the Dominion of Canada, and I do not think I would be exaggerating to say, on the Continent of North America." This extraordinary statement was greeted with prolonged Opposition cheers.

The Algoma Central Railway is vitally essential to the great enterprises at the Sault, and the aid given to the former would be warranted on that basis alone, but it will assist in the development of the unsettled lands of the Crown of that district, then the Government will be doubly justified.

**The Temiskaming and Northern Ontario Railway.**

The Ross Government again showed its progressiveness in undertaking the construction of the Temiskaming & Northern Ontario Railway. The Bill passed through the Legislature provided for the construction, equipment and operation of the railway as a Government enterprise. A Commission of five able men, now composed of Robert Jaffray, chairman, and Messrs. Edward Gurney of Toronto, B. W. Folger of Kingston, F. E. Leonard of London, and M. J. O'Brien of Renfrew, was appointed, who were charged with the construction and operation of the railway.

In the relatively short time of two years, the line has been completed for a distance of 137 miles to a point 25 miles north of New Liskeard, and a regular train service is now in operation, the value of which to the settlers in that thriving part of New Ontario can hardly be overestimated.

The Railway Commission has done its work well. The line has been constructed according to modern standards and ranks among railway experts as a first class road in its road bed and structural equipment and the Commission will in a few weeks take over the line from the contractors.

By the Act constituting the Temiskaming Commission, which by the way was well described as one of the most important and progressive Bills ever introduced in the Legislature of Ontario, the Commission is empowered to make reciprocal running arrangements with other companies.

The cost of the railway is being borne by the setting apart of adjacent Crown Lands in tiers of townships, not to exceed twenty thousand acres per mile, on which the debentures shall be a charge.

The railway has been constructed and equipped with Canadian material as far as possible. No person has been employed in contravention of

the Alien Labor Act, and the current rate of wages in the district for similar work has been paid to those employed in its construction.

Another new and commendable feature has been introduced by the Ross Government in connection with this road, namely the appointment of an additional Commission charged with the duty of setting aside town sites. This Commission is composed of Mr. Aubrey White, Assistant Commissioner of Crown Lands, chairman; Mr. Thomas W. Gibson, Director of Mines; Mr. Thomas Southworth, Director of Colonization; A. W. Campbell, Assistant Commissioner of Public Works, and Mr. W. B. Russell, Chief Engineer in charge of the construction of the T. & N. O. R. R.

The value and importance of this move will be readily appreciated when comparison is made with the methods heretofore adopted on our Canadian railways, whereby private railway corporations have disregarded public interests in the selection and treatment of their town sites.

**The Ontario and Rainy River Railway.**  
Now a part of the Canadian Northern system, was another of the important lines encouraged and aided by the Province. In 1899 the Government subsidized the line, then known as the Ontario and Rainy River Railway. Its speedy completion was regarded as a necessity in view of the needs of the District. Owing to the difficulties of construction, the usual subsidy was deemed insufficient and provision was made therefor, but when the Bill was before the Legislature, Mr. Whitney—true to his policy of placing obstacles in the way of railway construction—moved an amendment to reduce the proposed subsidy from \$505,000 to \$225,000. If his view had prevailed, in all probability there would be no line built yet from Port Arthur to the Northwest through the Rainy River District.

No one will dispute the advantages of this line to the district touched, or to the entire Province. It not only made accessible large areas of mining lands west of Port Arthur, but brought railway facilities to the large population that had already settled upon the arable lands of the Rainy River Valley, where it is estimated there are a million acres of fertile lands.

In addition to these reasons, yet another through competing line to the Northwest was thus given the public.

Already the Rainy River District has felt the impulse of growth afforded by the incoming of the railway, and the towns and centres in the District are expanding on every hand.

All this was brought to pass, however, it should be remembered, in spite of the opposition of Mr. Whitney and his Conservative followers.

**AN INSTANCE OF NEW ONTARIO DEVELOPMENT.**

**AND A QUESTION.**

On his accession to the Premiership in 1899, Mr. Ross found that some years before twenty-four townships along the north end of Lake Temiskaming had been surveyed and seven of them opened for sale to settlers.

He also found that although the land was well suited for farming, only a few settlers had bought land, owing chiefly to the fact that for several months in the year they were shut off from the rest of the country for want of railway communication.

Premier Ross saw at once that what was most needed to settle this country was a railway, and decided that the railway must be built.

A charter to build a railway to this district had been given years before, but the holders of the charter seemed in no hurry to build.

If no private company was prepared to build it, then the Province would do so, and with characteristic courage and promptness Premier Ross asked the Legislature for authority to build the road as a Government enterprise, which was given.

The road is built and in operation. You can leave Toronto at midnight and reach the Temiskaming district the next morning.

The land in the original twenty-four townships has been sold to settlers. Eight new townships have been surveyed in the district, also all sold, and to afford expansion in this direction sixty odd townships have been surveyed over the height of land ready for settlement as soon as the railway now building reaches the new district.

The building of this railway has caused the discovery of a new silver mining district near Temiskaming, one of the most important in Canada, and the pine timber along the road south of the farming district sold for probably a million dollars more than if the railway had not been there.

**WOULD WHITNEY HAVE HAD THE COURAGE TO BUILD THIS ROAD AS A PROVINCIAL PROPERTY, or would he have given the road and large sums in money and land to a private company?**