

Fell's Station.

(Correspondence of the Gazette).

Miss May Tipling returned to Toronto last week, after spending a couple of months' holidays at her home here (Honey Goove.)

Miss Kate Hughes, of Toronto, spent the week's end calling on her friends and relatives here, and returned home on Monday afternoon.

Mr. B. Moyses, who has been the guest of his daughter, Mrs. Wm. Mitchell, for the past months, returned to his home at Dale, Port Hope, this week, much improved in health.

Mr. Yeoman Smith went to Lindsay on Tuesday, having been summoned as a jurymen.

Miss M. S. Shuttleworth and Mr. R. Groves of Burnt River visited friends in our burg on Sunday.

Mr. A. Fountain, of Baddow, called on Mr. John Hughes last Sunday.

Mrs. Wm. Mitchell was in Lindsay on day last week.

The crops in this district are looking excellent, especially the hay crop. There are good prospects of a splendid harvest this year.

Cameron Point.

(Correspondence of the Gazette.)

The many friends of Willie Isaac, are glad to see him out again, after a serious attack of erysipelas.

The Miss McNeavans are improving their residence by the erection of a new verandah.

Mr. Stinson Irvine jacked up his barn on Thursday last, and in the evening those present were entertained at a party. All report a good time.

Mr. Will Creswell spent Sunday visiting Cameron Point friends.

Mr. and Mrs. A. Minthorne of Rosedale spent Sunday at Mr. Thos. Isaac's.

A number of the boys attended the barn-raising at Mr. Oliver's, Bury's Green.

Mr. D. Burnett, Baddow, visited our burg on Sunday.

Mr. W. Arkwright attended Zion tea on Monday night.

Miss L. Copp of Fenelon Falls visited Cameron Point on Sunday.

The Little Bob Bridge Trouble.

Post:—The committee on Roads and Bridges, Mr. Callan in authority, met at 2.30 yesterday to fully discuss and comprehend as much as possible the existing conditions at the Little Bob bridge, which has been referred to in a previous issue.

Last January it was decided that a new structure should be built, consisting of two sixty-foot spans of steel and the rest concrete fills. It was then considered that sufficient space was allowed to permit an uninterrupted flow to the dam and power houses some 3000 feet further down.

The old bridge had been of wood, supported at intervals and high enough to let a small steamer pass beneath. The deepest water is near the bank at both sides, while there is a shoal in the centre. Thus with the new construction the piers would come in the shallowest place and retard the slightest amount of water. There would be 14 ft. width out 20 ft. at the pier, to facilitate passing of teams.

The County and Government engineers disagreed as to the length of the steel spans, the latter upholding that two 80 foot, or preferably four 50-foot, would be necessary if no hindrance to the water were desired. While at that time there was only about a hundred horsepower being used and one sluiceway, yet when all three slides were opened to obtain the maximum, 600 horse power, it was averred a considerable current and fall in headway would be caused at the bridge.

A meeting was held in Bobcaygeon a short time ago, and there the villagers demanded an 18-foot width bridge and 300-foot length. This will mean a considerable increase for spans, the two 60-foot costing \$2630, including the railings and concrete floors and the 80-ft. \$4512, fourteen feet in width, which is the regular size in use.

Considerable stone has been already thrown in, and its withdrawal is demanded at once, so the work on the bridge ceased in view of settlement.

The bridge will cost in the neighborhood of \$9,000.00; \$2500 of it being paid by the Government and one quarter of the remainder by the County of Ontario and three-quarters by Victoria.

District Notes.

Millbrook will celebrate July 1st.

Daniel Thompson, Chief of Police of Woodstock, has been appointed Chief of Police of Peterboro, at \$1200 per year.

A new house for the lockmaster at Buckhorn is nearly completed.

Peterboro Examiner:—Some steam boat men are complaining very bitterly over the alleged careless manner in which the lumbermen of Lindsay allow wire from the cribs to fall to the bottom of the river, or it is alleged deliberately throw this wire into the river. As is well known, the logs are brought up to the mills at Lindsay by being cribbed, and upon arriving at the mills the wire is cut and, as the steamboat men claim, dumped into the water, being an easy way to dispose of it. The steamers are finding this wire a great nuisance and a hindrance to navigation. It becomes entangled in the wheels of the boats and is very difficult to get out of the wheels. The steamboat men claim that the more the Government does to help navigation on the Lindsay River, the less the people of Lindsay try to help themselves. The mill men claim that the wire question is exaggerated, and that, in fact, there is nothing to it.

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The Trent Canal.

Our industrial commissioner and those citizens who are interesting themselves in the promotion of the best interests of the city as associated with the completion of the Trent Canal, are showing themselves in earnest. No one for a moment gainsays the immense advantage its completion would be to Peterboro and the others municipalities along the route of this waterway. But it must be remembered that the national aspect of the work, its function as a grain carrying and freight transportation route, is chiefly justified in taking cognizance of. The main object of the construction of the canal is to provide a water highway for the national uses; it is this which justifies the expenditure of money upon its construction. The whole country contributes the means and the country as a whole is expected to reap the advantage. What advantages may accrue to municipalities en route are chiefly incidental, but none the less important. The present government has practically appreciated the value and importance of the canal as a national waterway and has, since the responsibility of action came to it, thirteen years ago, spent nearly five times as much upon construction work as previously spent upon the canal since Confederation. Of course municipalities and citizens are within their rights in urging greater expenditure upon the government; but it should be borne in mind that the government has done and is doing a great deal in this direction. It should also be remembered that no one work, no matter of what importance, can be exclusively promoted. This year's estimates contain the sum of \$1,750,000 for Trent Canal construction; and the estimates contain appropriations for expenditures under the Department of Railways and Canals of \$32,005,442, and to be spent under the department of Public Works, appropriations for expenditure total \$13,627,126, a grand total under these two departments of \$46,332,568—forty per cent. of the annual revenue and nearly forty per cent. of the expenditure for 1910-11. It should also be remembered that these expenditures are spread over the Dominion three thousand miles in extent, and that they are distributed as equitably as possible, each section receiving its due share. There are thousands of demands clamouring for attention. In this year's estimates there is placed, in addition to \$1,750,000 for construction, the sum of \$61,500 for improvements of the Trent Canal. These improvements include a further liberal expenditure on conservations dams. It will, therefore, be seen that the government, in both the matter of construction and conversation, is taking the Trent Canal seriously. If a deputation can urge a willing horse to greater speed everybody on the line of the Canal, from Midland to Trenton, will be greatly pleased.

Anyone May Flag a Train.

The new standard system of train rules ordered by the Railway Commission went into effect on the Canadian Pacific system on June 1st. The new code is almost entirely the same as the standard train rules in the United States, and is mostly of a technical character, involving changes that will not be noticed by the public.

One important rule in which the public is interested, however, is that relating to the flagging of trains. In future any person will be empowered to stop a train who becomes aware of the danger of an accident, and a coat or any object waved violently by a person standing on or near the track will make it obligatory on the engineer to pull up the train.

Plowing Matches.

That old-time institution, the annual plowing match, is renewing its youth in the Canadian West. It flourished in Ontario years ago, but of late years eastern farmers have allowed the plowing match to go out of business, excepting in a few districts where this annual event is just as popular as it ever was. Our western friends are wise in their generation. They evidently know a good thing when they see it, and have adopted the plowing match as a means of encouraging better methods of soil cultivation and preparations of the land for the seed. This the plowing match will assuredly do. Good plowing is at the basis of good soil cultivation, and any method that will encourage better plowing will eventually bring about better cultivation of the soil. There is one great advantage in the plowing match that many lose sight of. It furnishes a training for the young men that will be valuable to them in their future work on the farm. Teach a youth to plow well and he will take more interest in soil cultivations generally. In the West plowing matches are held in the summer or soon after the spring seeding is over. Many have already been held.

John Loucks of Ingoldshy was killed in a mine in the Cobalt district. The body was brought home and interred at Ingoldshy.

A Halifax-born man named Thos. Carruthers, while drunk, shot at some young men on Sunday with a revolver, and a bullet struck one man's collar. Carruthers got his liquor in Lindsay.

Thirty-six lives were lost on Monday by the collapse of the Montreal Herald building. A water-tank weighing a hundred and fifty tons fell from the top to the bottom of the building, carrying everything with it. The monetary loss is estimated at a half a million dollars.

Mrs. W. A. Hodgson (nee Miss McHugh) was thrown from a carriage at Port Hope while driving near Port Hope, on Thursday of last week, and had both bones of her ankle broken, and was badly shaken up. Mr. and Mrs. Hodgson were on their wedding trip, having been married at Lindsay on the 7th inst.

NEWSPAPER LAW.

1. A post-master is required to give notice by letter (returning the paper does not answer the law) when a subscriber does not take his paper out of the office, and state the reasons for its not being taken. Any neglect to do so makes the postmaster responsible to the publisher for payment.

2. If any person orders his paper discontinued he must pay all arrearages, or the publisher may continue to send it until payment is made and collect the whole amount whether the paper is taken from the office or not. There can be no legal discontinuance until the payment is made.

3. Any person who takes a paper from the post office, whether directed to his name or another, or whether he has subscribed or not, is responsible for the pay.

4. If a subscriber orders his paper to be stopped at a certain time and the publisher continues to send it, the subscriber is bound to pay for it if he takes it from the post-office. This proceeds upon the ground that a man must pay for what he uses.

5. Courts have decided that refusing to take newspapers and periodicals from the post-office, or removing and leaving them uncollected for, is *prima facie* evidence of intentional fraud.

PAINTING.

I beg to announce to the people of Fenelon Falls and vicinity that I have rented the shop over Mr. Chas. Kelly's blacksmith shop, and am prepared to paint carriages of all kinds. Having spent the past six months in one of the best carriage shops in Toronto, I can guarantee first class work. I am also prepared to do all kinds of house and sign painting. All work given prompt attention.

Edward Chambers.

COLLAPSIBLE GO-CARTS.

Just to hand a full line of Collapsible Go-Carts, ranging in price from

\$5.25 to \$12.00.

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FENELON FALLS MARKETS

Fenelon Falls, Friday, June 17 1910

Wheat, Scotch or Fife, 95c. to 97c.
Wheat, fall, 90 to 95
Wheat, spring, 85 to 90
Barley, per bushel, 45 to 50
Oats, per bushel, 30 to 32
Pease, per bushel, 70 to 75
Buckwheat, 46c. to 48.
Potatoes, 15 to 20
Butter, per pound, 21 to 23
Eggs, per dozen, 00 to 18
Hay, per ton, \$10 to \$12
Hides, \$8
Hogs, live, \$8.50 to \$8.60
Hogs, dressed, \$10 to \$11
Beef, \$5.50 to \$6
Sheepskins, 50 to 80
Wool, 12 to 20
Flour, Brandon's Best, \$2.80 to \$3.00
Flour, Silver Leaf, \$2.60 to \$2.80
Flour, Victoria, \$2.75 to \$2.75
Flour, new process, \$2.50 to \$2.70
Flour, family, clipper, \$2.50 to \$2.70
Bran, per 100 pounds, \$1.10 to \$1.25
Shorts, do., \$1.20 to \$1.35
Mixed Chop, do., \$1.35 to \$1.50

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