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SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
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The Fenelon Falls Gazette.

FRIDAY, JUNE 13, 1913.

The Annual Raid.

Grain Growers' Guide.

Possibly the most disgusting spectacle that has ever disgraced the public life of Canada, is that now being enacted at Ottawa in the dissipation of the people's money to railway promoters. The Government is giving Mackenzie and Mann a straight cash gift of \$5,000,000, and in return is getting some common stock of the Canadian Northern Railway of the face value of \$7,000,000; but whether it is worth anything or not nobody knows. But, as a matter of fact, this \$15,000,000 is given to these two enterprising railway promoters without taking in return the slightest control over the expenditure of this money or over the rates to be charged by the Canadian Northern Railway, nor is there any excuse that any reasonable man can see why this money should be given to Mackenzie and Mann. They have been wallowing in the provincial and federal treasury for many years, and have built their entire system upon land grants, cash subsidies and public credit. It is commonly believed, and has never been denied, that the money given to the Canadian Northern Railway is juggled by Messrs. Mackenzie and Mann, so that they have become millionaires, while the railway company itself has been starved. It is generally believed that after these gentlemen make a raid on the treasury they let contracts for the construction of the roads to themselves as a construction company, at a figure about double the actual cost. By this means these two gentlemen of course become very rich, while the railway company becomes very poor. At any rate, those who have lived in the Prairie Provinces for a few years know that the Canadian Northern Railway system has been a huge joke, and that many of their lines have been called railways out of courtesy. And yet Sir William Mackenzie and Sir Donald Mann are not very much to blame for the situation prevailing. If our provincial and federal governments are to be composed of spineless individuals lacking in moral fibre, with little or no desire to protect the public, then it is difficult to blame financial freebooters for making the best of their opportunity. Premier Borden, in his two short years has earned for himself a most unenviable reputation. Last year he gave Mackenzie and Mann \$6,300,000 as a cash donation, asking absolutely nothing in return. This year he is giving them \$15,640,000, or a total of \$21,940,000 in two years. Premier Borden is the man who must carry the responsibility for this disgraceful dissipation of public monies. Not in the history of present day nations, civilized or uncivilized, nor even in the civilizations of the past, when autocrats ruled throughout the world, was there ever such a disgraceful transaction. The general public have good reason to believe that Mr. Borden is very largely under the thumb of Mackenzie and Mann, else why should he permit them to take \$22,000,000 out of the treasury and give nothing in return? The people of Canada have been robbed of just that amount, but it has been legalized by the shameful action of Mr. Borden. What an inspiring sight for the boyhood of our nation just now verging into manhood and responsibility of citizenship.

Debate on Trent Canal—Will Champlain Statue be Erected at Fenelon Falls?

In the debate on the Trent Valley Canal appropriation in the House of Commons on May 29th it was mentioned by Mr. Lemieux that the Government is to erect a statue to Champlain at Fenelon Falls. Local Conservatives when interviewed knew nothing about the matter, and so far the Gazette has not been able to ascertain anything definite. If we remember correctly, Orillia a few some time ago spoke of the statue being erected in that town. Fenelon Falls however, would be a good location for it, and several appropriate sites are

available. Following is an extract from the debate:

MR. BENNETT: I would advise hon. gentlemen on the other side to take a trip over the Trent Valley water system. When it is opened into Georgian Bay, as it will be under the present Administration, there will be a capacity in the large elevators at Port McNicoll and Midland of nearly 10,000,000 bushels. It is contended that as the old Erie canal succeeded in carrying grain in barges with a capacity of only 7,000 bushels, in barges with this canal carrying over 15,000 bushels, a large trade can be done from Port McNicoll to Montreal. If the grain is not carried by those barges to Montreal, the canal will at least have the effect of keeping down the rates on the Canadian Pacific railway and the Grand Trunk railway from these two points. I understand that the minister's policy is to make the canal eight feet over the locks on all the new work. The old work is six feet, but that can be deepened at a comparatively low cost. If you had a waterway through Lake Simcoe and through the large lakes and rivers in that district, you could have barges carrying 20,000 bushels of grain. You would be in a position that the grain trade of Lake Ontario was in twenty years ago. I can recall when the American grain which came from Chicago and Fort William for transit to the Old Country, and for distribution in Canada and United States, was carried in schooners containing only about 20,000 bushels. We will have here a waterway with an eight-foot base, and barges that will carry 20,000 bushels of grain. It is to be regretted that the general public take no cognizance of the extent and capacity of these waterways. Take Lake Simcoe, which is from fifteen to twenty miles wide, and the lakes below Peterborough, a number of which are quite large lakes. It is true there are points where there are canal connections, but there you have a series of large lakes. Historically speaking, I may point out that Governor Simcoe had a survey made of this area comprising these waterways over one hundred years ago. With prophetic vision he saw what is happening to-day and what is likely to happen in the near future when this series of waterways will be connected with Lake Ontario and Georgian Bay.

MR. LEMIEUX: I may point out that long before Simcoe, Champlain went up the Trent Valley and predicted that one day the great lakes would be connected. That is why the Government are erecting a statue to Champlain at Fenelon Falls.

MR. BENNETT (East Simcoe): I do not believe that large quantities of grain will be carried over that system, because transportation will be slower than by rail, but I think it will have the effect of bringing the railway companies to time, and that it will force them to give better rates than exist at the present time. I have no apology to offer for the Trent canal system as a tourist route. If, when it is finished, it becomes the greatest tourist system on the continent, it will be well worth the money spent upon it. We all know the Muskoka Lakes. The Grand Trunk will tell you that every year they pass over the docks at Gravenhurst over 50,000 tourists. Think of what that means for this country! Once completed through to the Georgian Bay the canal will provide a waterway for gasoline yachts and, the locks being 130 feet in length, a person will be able to leave New York city in a yacht 130 feet long, drawing not more than six feet of water, because a great many of these yachts are propelled by gasoline, come up to lake Champlain, get into the St. Lawrence at Sorel, pass by the Trent, clear through to the Georgian Bay and on to the Sault, returning by way of the St. Clair and Detroit Rivers and the Welland Canal. I think that in fairness to the Trent Valley canal every member of this House should take a trip to Peterborough and on up from there. He will not only be impressed by the beauty of the route, but he will realize the wonderful opportunities there are for building up an enormous tourist trade. Americans have gone to those lakes back of Peterborough and have built residences costing \$7,000 or \$8,000. It is going to be a great tourist country, and if we can, by completing this work, attract from New York and all over the world, hundreds and thousands of people, the country will be well repaid for the effort and the outlay.

Mr. Wm. Davis Burned Out.

The dwelling house of Mr. Wm. Davis of Concession 5, Verulam, was burned to the ground on Sunday last about half-past two o'clock. Mr. and Mrs. Davis were sitting in the house when Mr. Davis noticed smoke blowing down, and went outside to investigate. He found the smoke coming thickly through the roof near the chimney, and at once got some water, but when he opened the trap-door in the ceiling to go up the flames burst through the roof and he could do nothing to check the fire. The whole building was soon in ashes, with nearly all its contents, an organ and a few other articles being all that was saved. The insurance was \$350 on the house and \$200 on the contents in the Farmers' Mutual. A new kitchen had recently been added, and was uninsured. The fire is supposed to have originated in some way from a spark from the fire used to cook the breakfast in the morning, and must have smouldered from that time until the time it broke out.

Machinery and Supplies for Dam.

A cement mixer, with engine, a number of dump carts, a quantity of lumber and other material for the new dam arrived this week. There are two car-loads altogether, which are partially unloaded at time of writing.

"My Lord In Livery."

The two-act comedy "My Lord in Livery," given in Dickson's hall on Friday evening, was an unqualified success. The play was admirably presented, and pleased the audience immensely. Following is the cast of characters: Lord Thirlmere, H. M. S. Phlegathon, Mr. H. Hathaway; Spiggot, an old family butler, Mr. F. Warren; Hopkins, a footman, Mr. Alex. Northey; Robert, a page, Master A. Carley; Sybil Amberley, daughter of Sir George Amberley, Miss E. Hand; Laura, Miss F. Cheney; Rose, Miss B. Austin, friends of Sybil Amberley. Lord Thirlmere, while on board ship, makes a bet with Miss Amberley's fiancé that she will give him (Lord Thirlmere) her engagement ring in half an hour after he lands from the ship. He falls in with the hew footman, Hopkins, and tries to bribe Hopkins to let him take his place. Hopkins refuses, but after he has reached the Amberley residence and Miss Amberley and her friends have seen him, Lord Thirlmere succeeds in persuading the footman to hire his position. The ladies hear of burglaries in the neighborhood, and noticing differences between Hopkins and Lord Thirlmere, and having their suspicions confirmed by the timorous butler, Spiggot, take Lord Thirlmere for a burglar. Lord Thirlmere "catches on," and relieves Miss Amberley of the coveted ring in a very gentlemanly manner. Shortly afterwards, however, he restores the ring, explains matters, and they all live happily ever after. The play is full of very amusing situations, which were well brought out. The orchestra added materially to the evening's enjoyment.

Fenelon Falls Council.

At a special meeting of the Council on May 19th, F. Jackett's tender for drawing sand was accepted; W. E. Austin's tender for drawing gravel, and Mr. Rogers for cement at \$1.40 per barrel delivered were accepted. Mr. Kelly, representing the Raven Lake Cement Co., addressed the Council.

The following account were passed: H. York, work on streets, \$4.50; Gazette, printing for cemetery \$4, village \$2.50, Board of Trade \$9.75—\$16.25; R. Jackett, night soil contract, \$100.

Robson—Taylor.—That the Council accepts Mr. Rogers offer of \$1.40 per barrel for cement delivered at Fenelon Falls.

Deyman—Taylor.—That the sidewalk on the north side of Bond street from Colborne street to Grand Trunk crossing be four and a half feet wide.

Council adjourned.

Council met on May 28th as Court of Revision. Present A. Tiers, Reeve, and Councillors Deyman, Taylor and Robson and subscribed to the necessary oath of office.

Deyman—Taylor.—That Mr. Tiers act as chairman.

Deyman—Taylor.—That the assessments of the Standard Chemical Co., Hugh McDougall and Mrs. Geo. Manning be confirmed.

Robson—Deyman.—That W. D. Corbett be assessed as owner for lots 20, 21 and 22 Elgin street instead of Mr. F. C. Taylor.

Robson—Taylor.—That this Court of Revision be now dissolved and that the Roll as now revised be confirmed.

Regular meeting of the Council was held on Monday night, June 9th. Members present were the Reeve and Councillors Corbett and Deyman. The minutes of last regular meeting and subsequent emergency meetings were read and confirmed.

The Clerk read the certificate of the election of Trustees for the cemetery by the owners of plots and it was placed on file.

Mr. Taylor entered and took his seat. Deyman—Corbett.—That the following accounts be paid and the Reeve sign orders for the same: Chas. Keast, balance on account, \$3; J. Austin & Sons, plank, \$154.75; J. H. Brandon, account, \$11.58; Thos. Scott, work on streets, \$12.05; Bell Telephone Co., account, \$2.15; Alex. Connel, repairs water wagon, \$1; F. H. Magee, account for tile, \$10.15; S. Corbett, 6 months salary as cemetery caretaker, \$7; E. Fitzgerald, gravel \$6.55; Wm. Keast, work and lumber market square houses, \$23.30; Jno. Menzies, work on streets, \$3.50; Pay Sheet No. 1, cement walk Bond St., J. Jones, salary, \$35; E. Fitzgerald, salary, \$9; R. Jackett, balance on night soil contract, \$60; M. Lansfield, street sprinkling \$15, carting lumber, etc., \$5—\$20; J. Aldous, charity for keeping Hungarians, \$8.

A by-law was passed to extend the time for the return of the Collector's Roll.

On motion of Corbett and Deyman a by-law to authorize the Reeve and Treasurer to sign two notes for cement mixer to Wottlauffer Bros. for \$226.25 and \$225 was read and passed in the usual manner.

Mr. Robson entered and took his seat. Corbett—Deyman.—That we build a cement walk on the south side of Bond street from Colborne street to John street.

Taylor—Corbett.—That this Council finish the cement walk from Mr. Brooks' Hotel to the station on completion of Bond street walk.

Corbett—Robson.—That this Council grant Mr. Jones twenty dollars on suit of clothes.

Taylor—Robson.—That the cemetery funds in the village Treasury be placed to the credit of the Trustees of cemetery. Council adjourned.

Institute Meetings at Lindsay.

The annual meetings of the Women's and Farmers' Institutes of East and West Victoria will be held in Lindsay on Wednesday, June 25th.