

KEEP YOUR LIVE STOCK THRIFTY

By using Dr. Hess' Stock Foods.

Fully Guaranteed.

A. & C. MCFARLAND.

YOUR EYES

May be warning you every day of their inability to work without help. Just what help they need can ONLY be determined by scientific examination.

DON'T NEGLECT THEM

Secure a pair of perfectly fitting lenses and relieve the trouble. Timely attention may avert future misery.

Britton Bros.

OPTICIANS

FOOT OF KENT ST., LINDSAY.

DUSTBANE

puts the ee's (ease) in sweeping

IT KNOCKS THE DRUDGERY OUT OF SWEEP-DAY

**Cleans Carpets
Brightens Floors**

Order a tin to-day at your grocer's or from your hardware man

Don't ask for sweeping compound

SAY DUSTBANE

Beware of Substitutes

SEE THE BARGAINS IN MILLINERY

AT

WM. CAMPBELL'S

Second Month FEBRUARY 1914						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

The Fenelon Falls Gazette.

FRIDAY, FEBRUARY 20, 1914.

The New Parcel Post.

The Grain Growers' Guide says: When the rates and conditions of the new parcel post system are looked into, there is a feeling of great disappointment that the system is so limited in its usefulness by restrictions as to weight and by the high rates levied. The largest parcel carried by the Canadian parcel post is eleven pounds in weight, and the postage for a distance up to 20 miles 22 cents, or to any point within the same province, 50 cents. In the United States the conditions are much more liberal. There, a twenty pound parcel is carried 150 miles for 24 cents, and farmers are making use of the system to sell butter, eggs, poultry, fruits and vegetables direct to consumers in the cities. To send twenty pounds of produce 150 miles in Canada, or 50 miles for that matter, it would be necessary to pack it in two parcels and pay \$1 in postage, a little more than four times as much as the American farmer has to pay. Possibly, the Canadian Parcel Post service may be improved and made more useful later. It will no doubt be used to a considerable extent, and will be a great convenience so far as small parcels under eleven pounds in weight are concerned. It is not likely, however, that it will be of much value as a medium between producers and consumers of farm and dairy produce, and it certainly will not be a very serious competitor of the express companies. The railway companies, by a new arrangement are to get about \$1,000,000 a year for carrying the parcel post, and, considering how little their express business will be interfered with, they appear to have made a pretty good bargain with the government.

Proposed G. T. R. Changes Not Acceptable.

Several officials of the Grand Trunk Railway recently made a trip to Haliburton and intermediate stations on the line for the purpose of investigating the matter of improved train service, and as a result have proposed to run the 11 o'clock train through to Haliburton, hold the 2.40 until four o'clock, and run an additional freight train through to clear up the freight. As this arrangement would not materially improve the service as far as this and the northern section are concerned, the Fenelon Falls Board of Trade forwarded the following letter to the Board of Railway Commissioners at Ottawa:

To the Board of Railway Commissioners: Sirs,—

Three or four officials of the Grand Trunk Railway went over the Lindsay-Haliburton division a few days ago, and asked the Fenelon Falls Board of Trade to meet them at the railway station here. The board met them, and here is what they propose to do: The train leaving Lindsay at 11 a. m. to run through to Haliburton, instead of turning at Kinmount Junction, returning the same evening to connect at Lindsay with the evening train to Toronto. The train now leaving Lindsay at 2.40 p. m. for Haliburton to be held until 4 p. m., arriving at Haliburton about 7. p. m.; a freight train to be run daily to Haliburton to clean up the large amount of freight accumulated along the line. In connection with this, the Board of Trade of Fenelon Falls have to say that the arrangement is unsatisfactory and does not meet with their approval, inasmuch as the main object of the people living along the line, and Fenelon Falls in particular (which has more passengers and freight than all the other stations combined) is to have an evening train from Toronto. Therefore we protest against this arrangement for the following reasons:

(1.) A passenger leaving Fenelon Falls at 8 o'clock in the morning by this train can only go through to Lindsay, a distance of fourteen miles, and return the same day.

(2.) The fact of the train leaving Lindsay at 11 o'clock a. m., and run-

ning through to Haliburton, cleans up the work going up to such an extent that there is no reason why another train should follow it up at 4 p. m., with little or no work to do, leaving all passengers that may come off the Toronto train for Fenelon Falls, Haliburton and intermediate points, in Lindsay until 11 a. m. the next day.

(3.) The plea that is made by the company that they would need night operators is not based on facts, as, at the terminus of the line where the duties are light, the latest the operator would have to be on duty would be 11 o'clock p. m. Kinmount 10 p. m. and Fenelon Falls 9 p. m. The argument that a new round-house would be a necessity at Haliburton is not a fact, as only one train would be there over night.

(4.) For the want of evening transport from Toronto, express parcels are allowed to remain over in Lindsay and arrive at Fenelon Falls next day, destroyed by rats, with which Lindsay freight sheds are infested.

(5.) The village of Fenelon Falls has paid as a bonus to the Lindsay-Haliburton Railway a sum of over \$23,000, principal and interest; the County of Haliburton has paid a large bonus; the Township of Somerville has also paid a bonus; besides which it has received large subsidies from the Dominion Government, so that the people have practically paid for the road.

We would, therefore, ask the Commission to make an order that the evening train leaving Lindsay over the Victoria branch of the G. T. R. leave on the arrival of the G. T. R. train over the Midland railway at 8 o'clock p. m., as we believe, and have faith that our belief is well founded, that there is no excuse for the evening train leaving Lindsay until the other train mentioned above comes in. Surely trains are, at least partially, for the accommodation of the public, particularly when they have paid for their construction out of their hard earned money.

All of which is respectfully submitted.

It appears that a petition signed by a few residents of Cameron, and nearby farmers, has been used by the G. T. R. in support of their proposal. The township of Fenelon, in which Cameron is situated, refused to grant a bonus to the railway at the time of its construction, and the company was therefore disinclined to favor the village with a station. A very large proportion of the railway's business comes from Fenelon Falls, and this fact, coupled with the bonuses granted, gives the needs and wishes of the patrons of the road in this vicinity by far the strongest claim on the consideration of the company or the commissioners in any changes they may make.

Death of Mr. F. J. Kerr.

One of the most highly respected and popular residents of Fenelon Falls passed away on Monday morning last in the person of Mr. Francis J. Kerr, who died at his home here after an illness of several weeks. Mr. Kerr had been confined to the house during the greater part of the winter, and was at times in a very serious condition, but recovered sufficiently to attend to his duties at the post-office for a few days, when he was again taken ill and suffered a paralytic stroke, after which he gradually sank until the end came early on Monday morning.

Mr. Kerr was born in the township of Clarke in the county of Durham, in the year 1848, and came with his parents, Mr. and Mrs. John Kerr, to Fenelon Falls when a young man. He engaged in lumbering for a time, afterwards going into the grocery business with Mr. Findlay McDougall. He was appointed post-master on October 20th, 1887, and filled the position from that date until his death, winning the regard and esteem of all by his strict attention to his duties and his obliging and courteous conduct. Mr. Kerr was married twenty-nine years ago to Miss Lena Craig, who predeceased her husband by eleven years. He leaves to mourn his loss three children, Grover, of Hastings, and Aileen and Vivian at home; two brothers, James of Port Hope and John of Manilla; and three sisters, Mrs. Robert Fallis of Bethany, Mrs. Robert Rutherford and Mrs. E. A. McArthur of Fenelon Falls. The funeral on Wednesday to the Fenelon Falls cemetery was very largely attended.

Mr. M. W. Brandon Appointed Postmaster

Mr. M. W. Brandon received on Wednesday informal notification that he had been appointed to the position of postmaster made vacant by the death of the late F. J. Kerr. The official documents will probably arrive in a few days.

Personal.

Mrs. Jackson and Mrs. Carroll of Lindsay are visiting Mrs. Sadler.

Mrs. Dr. Gould attended the oyster supper in connection with the meeting of the Women's Institute at Cameron on Tuesday.

Mr. Ray Burgess is visiting his parents, Mr. and Mrs. P. C. Burgess, at the Falls.

Mr. John Thomson of Peterboro was at the Falls on Saturday.

ANTI-DRINK CAMPAIGN

The Salvation Army is holding special anti-drink campaign meetings on Saturday evening and Sunday, 21st and 22nd Feb., and invite all to attend. See bills for particulars. Next week end Col. Maidment, Chief Secretary, will visit the corp and conduct meetings.

ST. JAMES' CHURCH S. S.

ENTERTAINMENT.

On Friday evening, Feb 20, St. James' Church Sunday School Entertainment will be held in Twomey's Hall. A programme will be given, consisting of Vocal and Instrumental Music, Dialogues, Recitations, and a drill by the children, commencing at 8 o'clock sharp. Admission 15c. and 10c.

ST. ANDREW'S CHURCH.

The sacrament of the Lord's Supper will be celebrated at St. Andrew's Church at the evening service next Sunday. A number of new members are being received. There will be no service in the morning, the sacrament being observed at Bury's Green, at 10.30.

PORK AND BEAN SUPPER.

The Ladies' Aid of the Baptist Church will give a pork and bean supper on Friday evening, Feb. 27, commencing at 5.30, followed by a choice programme in which Miss Sullivan and Rev. Mr. Bryant of Lindsay, Mr. John Parrish, the orchestra and other local talent will take part. Admission 25c. See bills.

AUCTION SALES.

Remember W. G. Barkley's sale of furniture to-morrow, Saturday, Feb. 21st.

At Norland, on Tuesday, March 10th, Mr. A. V. Courtemanche will dispose of his farm stock and implements by auction. The list includes two brood mares, two colts, one cow, and one calf, implements, waggon, buggy, cutter, double and single harness, etc. Usual credit terms. T. Cashore, auctioneer. See bills.

Mr. Cashore will sell for Mr. W. R. Kelly, Lot 18 Con. 1, Verulam, on Thursday, March 12th, all his farm stock, including his black team, Baron Rothschild, and other horses, thirteen milch cows, five two-year-olds and nineteen yearlings, three sows, seventeen pigs, and one hundred hens. Twelve months credit. Sale at one o'clock and without reserve, as Mr. Kelly is giving up farming and going west. See bills.

Completes Course In Shadow Test

This is to certify that Alvin J. Gould, Druggist, Fenelon Falls, has just completed a course in the advanced "Shadow Test" system of eye-sight testing, and I find him proficient and capable of accurately correcting even the most complicated cases of refraction by the latest methods known to science.

F. A. GRAHAM

Instructor in Optometry
304 Coristine Bldg., Montreal