

BOXALL MATTHIE

We Want Your Trade

and will attend promptly to all orders instructed to us. We are dealers in Plumbine, Steam Fitting, Tinsmithing, Iron Pumping, Hot Air, Hot Water and Steam Heating, Iron Roofing and Eave-troughing, Pumps and Sinks, Builders' Hardware, Paints and Oils, Stoves and Ranges. The cheapest store for Good Goods and Good-Work.

TRY US AND SEE

Boxall & Matthie

Hardware, Tinware, Plumbing, Gas and Steam Fitting.

A Choice Cigar



Is Enjoyed by Every Smoker.

That is the kind we keep, and is the secret of our increasing trade. All the best brands of Tobaccos in stock. A full line of Smoker's Sundries.

JOS. GARROLL

The Leading Tobacco Store, Lindsay

Undertaking, Upholstering

I have purchased the Undertaking business formerly carried on by H. Holtorf, and removed same to 16 Knowlson's block, William-st. All orders promptly attended to. Also Upholstering and Repairing on short notice. Terms reasonable.

15-3m. Wm. Holtorf.

CANADIAN PACIFIC

WILL RUN

Home-Seekers' Excursions

To the Canadian North-West at Return Fares.

Winnipeg	Regina	\$30
Waskada	Moosejaw	
Estevan	Yorkton	
Elgin	Pr. Albert	\$3
Arcoila	Macleod	
Mooseomin	Calgar	
Wawanesa	Red Deer	\$40
Binscarth	Strath-	
Minota	con.	
Grand View		
Swan River		

Going June 3rd, returning until August 4th (all rail or S.S. Alberta). Going June 24th, returning until August 25th (all rail or S.S. Alberta). Going July 15th, returning until September 10th (all rail or S.S. Alberta). Tickets are not good on "Imperial Limited." For tickets and pamphlet giving full particulars, apply to your nearest Canadian Pacific Agent, or to A. H. Notman, Asst. Gen. Pass. Agent, Toronto. T. C. Matchett, Agt., Lindsay.

Grand Trunk Time Table

Trains arrive and depart from Lindsay as follows:

ARRIVALS	
82. From Haliburton	8.50 a.m.
81. From Port Hope	9.05 a.m.
80. From Cobocok	10.10 a.m.
79. From Toronto	10.50 p.m.
78. From Port Hope	2.05 p.m.
77. From Port Hope	6.20 p.m.
76. From Whitby	7.45 p.m.
75. From Toronto	8.05 p.m.
74. From Whitby	8.45 p.m.
73. From Toronto, fr.	8.00 a.m.
72. From Belleville	10.30 p.m.
Way Freights	
84. From Midland	8.10 p.m.
85. From Belleville	7.90 p.m.
DEPARTURES	
86. For Port Hope	6.00 a.m.
87. For Belleville	6.25 a.m.
88. For Whitby	6.50 a.m.
89. For Toronto	9.10 a.m.
90. For Port Hope	10.58 a.m.
91. For Whitby	11.05 a.m.
92. For I. B. & O. Jet.	11.00 a.m.
93. For Toronto	11.50 a.m.
94. For Haliburton	2.40 p.m.
95. For Cobocok	6.25 p.m.
96. For Port Hope	6.25 p.m.
97. For Port Hope	8.10 p.m.
Way Freights	
44. Lindsay to Belleville	12.10 p.m.
45. Lindsay to Mid. and Tor.	8.30 a.m.

Ops Township Legislators

REGULAR MEETING OF COUNCIL HELD LAST MONDAY.

Communications and Other Matters Dealt with in Regular Order.

A regular meeting of Ops Council was held on Monday, June 23rd. The Clerk read the minutes of last regular meeting, which were on motion duly confirmed.

Communications.

The following communications were then read:

From J. W. Thorne, asking for twenty dollars, compensation for loss sustained on election night by himself and son, and horse and buggy, capsizing into the Hartley gravel pit.

From Thos. Deyell, in reference to statute labor.

From J. R. McNeillie, County Clerk, asking for a certified statement of expenditure by Ops on Fenelon boundary bridge—near the west end— which the County Council has assumed and now desires to reimburse the townships concerned.

Several small accounts and bills were read.

A Fence on the Road.

Mr. Henry C. Logie, owner of lot 20, con. 7, who had been notified to remove his fence off the 4th quarter line road allowance, addressed the Council and said that the township engineer had given him to understand that his fence takes in about 2-1/2 ft. of the road, and he was willing to move it that far, but was of opinion that the fence on the north side of the road took in more than his, according to some surveys made.

Mr. Patterson said that he had taken the engineer's profile—now produced—and found by it that Mr. Logie's fence is on the road from concession to concession, and that the fence on the north side of that road is right except a small piece near the west end and a slight divergence from the line along the east half of the lot. He had measured the road from the place pointed out by Mr. Logie and found it necessary to go about five feet beyond the north fence to have a road 66 feet wide.

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HOW THE GRADER SHOULD BE USED TO MAKE A GOOD COUNTRY ROAD

A Good Man and Experienced Horses are Necessary

In his annual report, Road Commissioner A. W. Campbell has an article on the road grader. Following is part of it:

One of the great essentials in providing that the roads will be properly graded is to select the right man to operate the grader. He should be an active, energetic man, with some mechanical experience; one who will take an interest in his work, who will make a study of road-making and who will be willing to follow the instructions given him by the township road commissioner or councillor having supervision of the work. When such a man is found he should be engaged from year to year so that his growing experience will render him more efficient.

There are many townships which do not employ a regular operator, but instead allow the grading machine to be handled by anyone and everyone. In some cases it is even passed around in the performance of statute labor from beat to beat. Managed in so careless a manner a grading machine will be a source of disappointment only.

USE PRACTISED HORSES

The same horses should be used in operating the grader for an entire season, at least. "Green" horses are very awkward, will not pull together, waste much time, and even a reliable man as operator cannot, under such circumstances, perform good work. It is a great waste in many cases to attempt to use a grading machine with horses provided, as is sometimes done, as a part of statute labor. Horses used continuously become accustomed to the work, to each other, and to the driver, and will produce much better results.

Some townships, instead of horses, use a traction engine. Where one can be rented from a local thresher, it can usually be obtained very cheaply in the early part of the year. Where a considerable stretch has to be graded without turning, as in cutting off the shoulders of old gravel roads, a traction engine is much preferable to horses. It is more steady and does not stop to rest.

HOW SHOULD ROADS BE GRADED

The township regulations as to the width and dimensions of road should be closely followed in grading. These will generally provide for a width of twenty-four feet between the inside edges of the open drains on roads of moderate travel, twenty feet on roads of least travel, and eighteen feet on roads of least travel. A rise of one inch to the foot, from the inside edge of the drain to centre of the road is ample crown for a new road, after the gravel or stone has been placed on it. More than this is unnecessary and an injury. There is a tendency in the use of graders to crown the roads excessively, and this should be guarded against.

Road graders are of much use in the repair of old gravel and stone roads, in restoring the crown, but unfortunately it is no exaggeration to say that miles of road have been ruined by mis-use of graders in this work. Old roads are commonly flat, sometimes convex, with square shoulders at the side. In repairing these roads there may be a small amount of stone which has been crowded out by the wheels of vehicles, and which it is safe to draw again to the centre of the road. On no account should the square shoulders at the side be drawn to the centre of the road. These shoulders are composed of earth and sod, and if placed on top of the old gravel or stone foundation will merely turn to slush in wet weather and utterly ruin the road. The only way to repair such roads is to cut off these shoulders, throwing them away from the road across the open ditch, if necessary, and re-restore the crown by placing a coating of new gravel in the centre of the road.

Grading machines are exceedingly valuable implements in road-making, but their use is a proper time, place and way, and councillors using them cannot too soon provide a practical solution.

THE INSPECTOR FINDS DEFECTS IN VICTORIA COUNTY CHEESE

Some Factories Can Make Improvements in the Weight and Boxing

Maker Hall of Cambray cheese factory, who was recently appointed by the local Cheese Board as inspector for this county, and whose appointment was ratified by the Eastern Dairyman's Association, is no doubt a good man for the job.

To the Watchman-Warder Mr. Hall said one day last week: "I have made many inspections yet. I am getting things ready to begin. The other day I was overseeing the delivery of some cheese at Dundas and Flavell's storehouse. Some of them were very defective. Cheese weighing from 60 to 90 pounds came from the same factory. That is bad. The curd should be weighed for each cheese and all should be made as nearly uniform as possible.

Other cheese that came in had been pressed in ill-fitting presses. The heading had been smaller than the barrel and when the pressure was put on the curd had come up all around that made an heading and the staves, that flattened when several were piled upon each other. Under that flattened rim is an excellent place for skipper flies to deposit their eggs and for the skippers themselves to mature.

Some factories are using boxes that are too small. Boxes are dearer this year than they were last. An 11-inch box now costs 10 cents and a 12-inch 11 cents. Some makers are trying to put a 13-inch cheese into an 11-inch box. The result is that the cheese stands up above the box. When that happens it is piled up in warehouses, the weight of others above it ruins both the box and it. No cheese can arrive in the foreign market in good condition that is boxed in that way."

THOUSANDS OF SHEEP ARE DYING IN AUSTRALIA'S LONG DROUGHT

The South-Sea Colony Will Have to Import Food Stuffs This Year

A food shortage in some portions of Australia is now offering an opportunity for Canadian exporters to open up trade there in some lines. Mr. J. S. Larke, Dominion Commercial Agent at Sydney, New South Wales, writes to the Secretary of the Toronto Board of Trade that New South Wales and Queensland are suffering from unprecedented drought.

For seven years there has been a partial drought, which has affected the interior, but this year it has spread to the eastern coast districts. It is still spreading, and has reached portions of Victoria and South Australia. It is said that forty millions of sheep are slowly starving, and the best flocks are being preserved only by expensive feeding. The surplus of breadstuffs was early shipped out of the Commonwealth in anticipation that the harvest would yield many million more bushels than it did. As a consequence prices have advanced to figures that make importation of some articles possible even under the tariff, and if the drought continues will create a demand for almost all lines of foodstuffs that will bear transportation.

In the opinion of Mr. Larke, also, the Fiji trade, particularly now that the Canadian-Australian steamers make Suva a port of call, should be open to Canadian exporters. Mr. Larke would be glad to have the names of firms who are prepared to export with quotations, and to Sydney, Brisbane and Melbourne. It would be necessary to get through freight rates from the point of production to destination. In making quotations it should be remembered that the Australian standard weight of a bushel of oats is forty, and of barley fifty-two pounds.

Mr. Larke says that heretofore, except in the case of flour, attempts to get produce from Canada have not been successful. It is alleged that the prices quoted, when inquiries have been made, plus freight there, and in consequence the business has gone to United States firms which are thoroughly organized, and secure best rates direct from the producer to their agents in Australia. Mr. Larke's letter is written with a view to securing some of this trade for Canadian exporters.

ARBITRATING LABOR TROUBLES

Has Not Proved a Success in New Zealand—Another Opinion

In last week's Watchman-Warder, Mr. John McSweeney's opinion that judicial arbitration is the only cure for strikes was published. Prof. Goldwin Smith does not agree with Mr. McSweeney. In the last issue of the Sun, Prof. Smith writes:

"The Labor Arbitration Courts in New Zealand have evidently collapsed, as it would be easy to force that they would. How could anybody imagine it possible to fix the rate of wages by judicial decision irrespectively of the fluctuations of the labor market and of changes in the profits of trade? By what legal process could an employer be compelled to continue giving wages which he could not afford to give, or an artisan be compelled to go on working for less wages than he could obtain elsewhere? Meditation may be profitably employed when the temper of the parties has been ruffled and their view of their mutual interest has thereby been obscured. But judicial arbitration is impracticable, as this experiment in New Zealand has shown. Australasia is the paradise of wildcat legislation. Happily, being youthful and expansive, she can afford the risk, and we may learn wisdom from the result of her experience.

ANOTHER OPINION

Against the professor's belief that arbitration is a failure in New Zealand is a chapter in a new book by Mr. Henry Demarest Lloyd. The book is entitled "Newest England" and the chapter referred to has the significant heading "A Country Without Strikes." It describes the compulsory arbitration laws of New Zealand and says:

"The New Zealand experiment answers every test which can be applied to prove the claim of a new institution to be a permanent and veritable addition to the world's social inventions. Practically it does what it undertook to do—it ushers in industrial peace. Philosophically it is an extension to a new field—that of industrial anarchy—of an old institution—that of the law—by which social peace has been created in the other territories of disorder."

In this chapter of his book Mr. Lloyd says that the law was enacted in 1894, and went into effect in 1895, and the first case arose for the Court of Arbitration in 1896. The results are: The workmen like compulsory arbitration; the employers at first opposed the law, but after a few years of its operation, are mostly converted into its warm friends; the law has been used, for instance, by the majority of the employers in a trade to protect themselves and their workmen from the curvilinear competition of a minority; one of the by-products of the arbitration law is the prevention of fraud on the public; the law has stamped out "sweating," and has done away with "strikes."

Binder Twine, 1902.

Manufactured by the New Cordage Company Peterboro. For samples, prices, terms, discount to shareholders, and commission to local agents call on R. SMYTH, Lindsay P.O., General Agent for County of Victoria. Office in rear of Victoria Loan and Savings Company—25-6.

Wool! Wool!

Sell Your Wool at the Lindsay Woollen Mills, The Largest Market for Wool in This Part of the Province.

We will pay Toronto Market Price for all the wool offered and 2 cents per pound extra in exchange for goods. The price of all Woollens reduced to correspond with the price of wool. If the water is not warm, or good washing places available, clip unwashed, as late shearing is apt to produce cotted and fleece grown wool. We have a large enclosed yard at the mills so that teams may be taken off the street to be unloaded. We will return your money if our goods are not as represented. No market fees when you sell at the mills.

HORN BROS.

Ladies' Belts At Half Price

Commencing on FRIDAY NEXT we will sell our entire stock of Ladies' Belts, also a large assortment of Belt Buckles. These goods will be sold regardless of price as we are going out of them. We shall be open all forenoon on Tuesday, the 1st of July. Come and see our large stock of Watches, Rings, Silverware.

S. J. PETTY

THE JEWELLER Milne's Block, 39 Kent-st.

House Cleaning

Painting is part of it—just as much as soaping and scrubbing. There are spots that water cannot remove, and discolorations that scouring will not take away. Use the paint brush in such cases.

SHERWIN-WILLIAMS FAMILY PAINT

In small cans, is made to meet the thousand and one demands for a little paint about the house. It is ready to use. Dries quickly with a good gloss. Can be washed.

J. G. EDWARDS & Co.

Treasurer's Sale of Lands For Taxes

...IN THE... TOWN OF LINDSAY

Whereas by virtue of a warrant issued by the Mayor of the Town of Lindsay, and authenticated by the Corporation of the said Town, bearing date the 12th day of March, 1902, and to me directed, commanding me to levy upon the following lots or parcels of land for the arrears of taxes due thereon and costs, I shall on FRIDAY, the TWENTY-SIXTH DAY OF SEPTEMBER, A. D. 1902, at the hour of Twelve o'clock, noon, at the Council Chamber, in the Town of Lindsay, proceed to sell by Public Auction the said lands or as much thereof as may be sufficient to pay such arrears of Taxes and all lawful charges incurred,

All the undermentioned lots are Patented,

Street	Lot Part Acres Arrears	Cost of Ad. Containing 4 Cents
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E. Lindsay N 9 N pt. 8.84 2.25 11.88

N. Queen 9 E pt. 20 ft. 28.25 2.80 34.65

S. Wellington 2 S E pt. 30.47 2.76 34.65

N. Durham W 16 4 59.18 3.48 63.02

N. Glenelg W 19 W pt 4 7/8 ft. 19.58 2.56 22.30

S. Russell E 22 4 22.79 2.56 25.30

W. St. Lawrence 3 4 41.08 3.08 44.12

do 4 4 26.81 2.07 28.88

W. Albert in Sub-Div. Park B. 8 4 26.81 2.07 28.88

do 8 4 7.86 2.25 10.12

W. Cambridge in Parks D. & M. 15 4 7.86 2.25 10.12

do 19 4 14.19 2.56 16.80

do 21 4 19.98 2.56 22.50

E. Cambridge in Parks D. & M. 21 S. pt. 83.03 2.56 85.59

N. Mary in Park III 20 E pt 44 ft. 5.56 2.25 7.81

Park Fl. 3 pt S. 14.00 2.56 16.56

W. Adelaide & W. Jane in Sub-Div. Parks S and E. 8 N pt 37 ft. 8.25 2.25 10.50

S. Wellington 20 E pt 40 ft. 15.24 2.88 18.12

do 21 W pt 50 ft. 15.24 2.88 18.12

F. KNOWLSON, Town Treasurer.

The Canada Permanent and Western Canada Mortgage Corporation

G. H. HOPKINS, Agt. at Lindsay

Money to loan at very lowest rates at any time, and terms to suit borrower. The Corporation being an amalgamation of four companies and having capital and assets of over twenty millions, is prepared to do business on most advantageous terms. Private funds if preferred, S. H. HOPKINS.

LIFE and FIRE INSURANCE

Agent for the Sun Life Assurance Company of Canada.

Fire Insurance THE WATERLOO MUTUAL... for its fair dealing and prompt settlements; also the NORTH BRITISH AND MERCANTILE, and other reliable companies.

OFFICE, rear of Dominion Buildings, where I will be present on Wednesday and Friday of each week. JOHN P. CUNNINGHAM

MO

A STORY OF

CHAPTER I

THE HEROES AND THE HEROINES

THE HAPPY LIFE UP TO THE CAUSE I SUSTAIN