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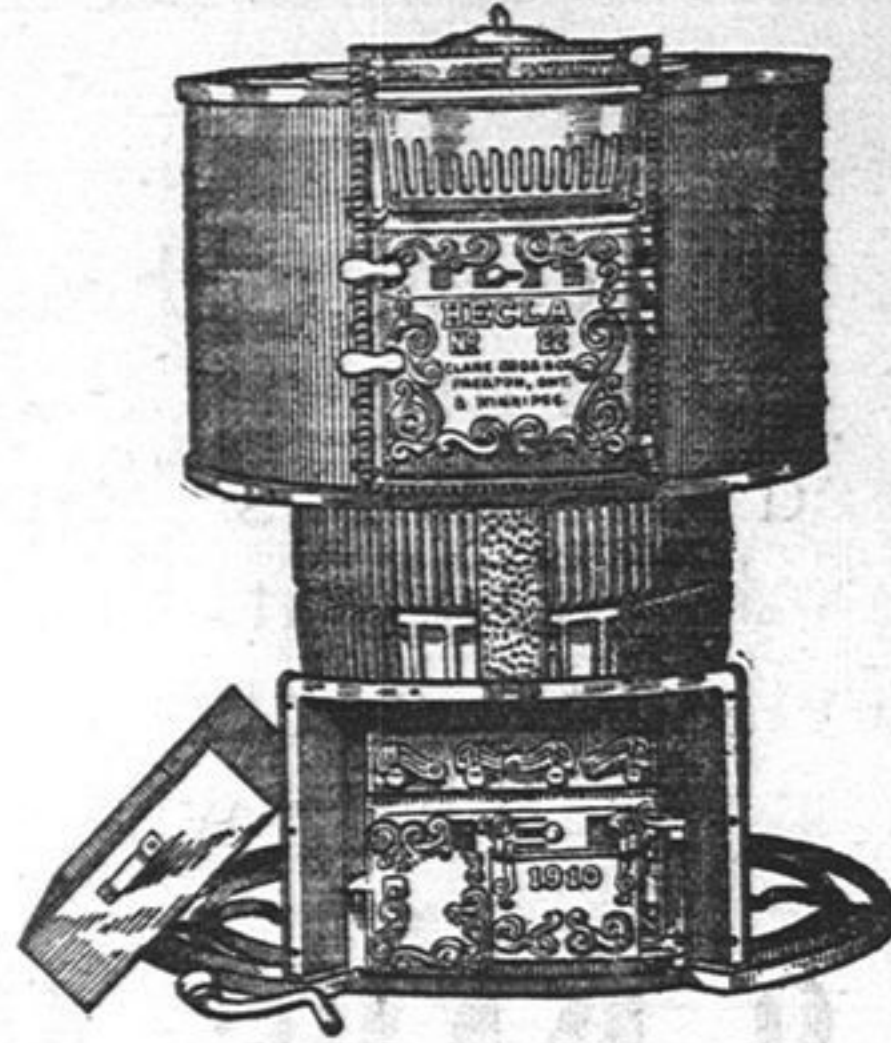
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These joints mean an absolutely gas, dust and smoke proof furnace.

Then we adapted the FUSED JOINTS to the firepot and fused 97 steel ribs into the castiron, thus increasing the radiating surface three times that of any other firepot. An accurate three years test, proved that the "Hecla" Steel Ribbed Firepot saves one ton of coal in seven.



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CLARE BROS. & CO., LIMITED, - PRESTON, Ont.
D. CINNAMON, Lindsay, Ont.—Agent.

The Strike Situation

Thursday's daily. The Grand Trunk practically unchanged and the net result of the strike up till noon to-day is that the men have completely tied up all freight traffic in and around Lindsay. Not a car of freight has been moved since Monday and under present conditions there is no possible chance of any freight being moved for some days.

HANDED OVER KEYS. The local ticket office was besieged this morning with conductors and brakemen from outside runs that have returned to Lindsay. They walked into the office and in compliance with an order issued by the company they handed over their switch keys, tickets, uniforms, etc., and took receipts for the same.

The men on this division are determined to fight the company to a finish, and the company seem to be of the same opinion.

The fact that no freight is being brought in or taken out of the town on the Grand Trunk, is having its effects upon the merchants, although Lindsay is not so badly affected as many other places, where the G.T.R. is the only means of transportation.

AGAINST THE LAW. The Haliburton train, it is claimed, arrived with the passenger coach next to the engine and the baggage car at the rear, which is strictly against the law of the land. The strikers around the depot took particular notice to the affair and were heard to remark, "If we ran a train in that manner we would be dismissed at once."

NOTICES POSTED. Notices have been posted in and around the local station to the effect that no loafers are allowed, which aims at the strikers to keep off the company's property.

NO BRAKEMAN OR CONDUCTOR. The express from Port Hope arrived this morning almost one hour late and the men claim without a brakeman, and in charge of Roadmaster Peter Heels. Mr. Heels was compelled to take charge of the train owing to the illness of Conductor Boudry.

REFUSED ORDERS. Engineer George Mimms, of the Port Hope express, refused to accept Roadmaster Heel's orders this morning at Port Hope and was compelled to leave his engine and walk to the despatcher's office and sign his new orders. The reason for this was that Roadmaster Heels was not a qualified conductor and would not be responsible for any accidents or mistakes that might occur. The local engineers in all cases are following the Grand Trunk rules to the letter.

ONLY TWO WORKING. Every conductor on the Midland section, with the exception of two, are out on strike. These are Richard Boudry of Toronto, formerly of this town, and Charles Adams, who runs to Belleville. In Mr. Boudry's case it could hardly be expected that he would join the strikers. On the 4th of November next he becomes eligible for the pension list, and will leave the company with a retiring allowance of \$480 per year.

THE NUMBER AFFECTED. Figures compiled from official sources show that as a result of the strike a total of at least 8,500 men are idle. This comprises 4,000 trainmen, and 4,500 car and motive power mechanics in the various shops on the system which have been closed down as a result of the strike. The details are approximately as follows:—

GRAND TRUNK.	
Conductors	800
Brakemen and baggagemen	1,600
Yardmen	700
Total	3,100
CENTRAL VERMONT.	
Conductors	90
Brakemen and baggagemen	180
Yardmen	80
Total	350
WABASH.	
Conductors	70
Brakemen and baggagemen	140
Yardmen	40
Total	250
Grand total	3,700
Mechanics idle through closing of shops	4,500

Total number out of work.....8,200
RAILWAY ACT ON WORKING OF TRAINS.
The clause in the Railway Act respecting the working of trains reads: The board may make regulations:
(a) Designating the number of men to be employed upon trains.
(b) Providing that coal shall be used on all locomotives.
(c) Generally providing for the protection of property and the protection safety, accommodation and the comfort of the public and the employees of the company.

In connection with the latter proviso, the standard rules require a conductor, baggageman and brakeman for each passenger train of eight cars. In cases of freight trains two brakemen are required. It was proposed when the trainmen's memorial was before the Commission last month, that there should be two brakemen where trains are above eight cars, but an order to that effect has never been made.

Friday's daily. MASS MEETING. The striking railroaders held a public meeting in their rooms over Tangney's furniture store yesterday afternoon, and an enthusiastic but orderly meeting it was. They were a fine type of Canadian Mahood the men assembled there, and one of our prominent citizens remarked, "It was a fine combination of brains, muscle and brawn." They looked like men who were out for a good manly fight. Nothing but good feeling and unbounded enthusiasm and confidence was manifest. There were no expressions of unqualified animosity towards the Grand Trunk, just stern opposition to the present wage scale and determination to win the cause they were fighting.

The meeting was called as one of the first speakers pointed out to give the public the men's side of the question. It was felt that many people were in the dark still regarding the position of the men and that the true statements of the facts would materially aid their cause.

FIGHT ON THE SQUARE. The first speaker, a prominent conductor, briefly outlined the object of the gathering. He said: "This is a friendly meeting to which we have invited every citizen who wishes to come, and we are particularly glad that the reporters of our town papers are present, because we have nothing to hide from the public. In fact we want them to know as much as possible. We want the people to know what stand we are taking, and that we are fighting the fight on the square. When our position is clearly before them, then sympathy and general support must follow. Several other addresses were delivered.

NO HALIBURTON TRAIN. The Haliburton mixed did not pull out yesterday afternoon owing to the lack of men, consequently no train came from the north this morning. This is the first day since the strike that the people of the north have been without a train.

DESPATCHERS OUT. Mr. W. Lyons, a local despatcher, was called into service this morning as a conductor and took charge of the Whitby mixed, which left four hours late. Assistant Trainmaster Kingsley will take the Haliburton out on time this afternoon, while the Cobocok will likely be cancelled.

PAY CAR IN TOWN. The pay car arrived in town last evening on the Port Hope express and paid all the employees at the depot last evening. The men were all in town, which is something out of the ordinary, and received their money. It took a couple of hours to pay the men as a very large crowd was present. It is estimated that about \$75,000 is paid out on the Lindsay division monthly.

FIRST DISTURBANCE. The first disturbance since the strike was called occurred last evening at the depot, when a young brakeman, who is not a union man, stepped up to Trainmaster McMillan upon the arrival of the Toronto express and said, "I love my wife, but oh you scab." He apparently had a "jag" on and was quickly taken away by the strikers present. Constable Short was sent for, but came too late as the young man had disappeared.

(From Saturday's Daily) The first week of the Grand Trunk strike is close at hand, with the situation practically unchanged as far as Lindsay is concerned. The men are still determined to fight to a finish and so are the officials, but it is expected that next week will see some new developments.

BRICK YARDS EFFECTED. Both brick yards south of Lindsay are seriously effected by the strike, especially in shipping to Oshawa, where they both have a large number of contracts.

A NON-UNION BRAKEMAN. A Peterboro despatch says: Conductor Adams on the Belleville line has been forced to the limit, looking after his train single handed and has been kept constantly on the move, doing his own breaking and opening switches, and attending to other duties incidental to his dual position of conductor-brakeman since the strike. To-day, however, he can attend more to his special duties as conductor, for he has an assistant. A brakeman has volunteered his services, and operations are greatly facilitated.

From Monday's daily. The first week of the Grand Trunk strike sees no immediate change as far as Lindsay is concerned, and up to noon to-day everything is at a standstill with the exception of the two Toronto trains, the Whitby and Haliburton mixed.

DESPATCHERS WORKING. Despatcher W. Lyons left this morning for Midland, where he will take charge of the Midland mail from Midland to Blackwater. Mr. Lyons replaces Agent White, who is ill.

Despatcher Pearcy will take charge of the Cobocok train and will make a trip this afternoon. The Cobocok did not arrive this morning.

BOUNDY RETURNS. Conductor Boudry was in charge of the Port Hope mail this morning after an illness of a few days. The Toronto mail is still in charge of Trainmaster McMillan, while Assistant Trainmaster Kingsley is running the Whitby and Haliburton trains.

NO FREIGHT. It was thought by the strikers that the company would endeavor to move freight out of Lindsay yesterday, but not a wheel turned, and under present conditions no freight will be moved or accepted.

GASOLINE FAMINE. Lindsay has a gasoline famine at the present time owing to the strike, and not a pint of gasoline could be secured this morning, but a car has arrived at Burketon for a local merchant, and it is expected to arrive some time to-day. A number of gasoline launch owners were compelled to remain at home yesterday, while others borrowed from their friends. The automobile owners are also tied up for the want of gasoline.

SPECIAL CONSTABLES. For the first time since the strike two special constables were on duty at the depot this morning to maintain order in case the company should decide to move freight. Their services will not likely be required, as Lindsay citizens are a body of law-abiding people. The special men are Messrs. Wm. Nelson and Geo. Foster.

LET RIGHT PREVAIL. At the Cambridge-st. Methodist church Sunday morning the pastor, Rev. J. P. Wilson, referring to the strike on the Grand Railway, stated that he hoped that the men would secure their rights and referred to the prudence, good temperament and self-respect of the leaders of the strike, which was worthy of attention. "Their forbearance and patience are winning the favor of the people all along the line". He hoped that they would continue to persevere such sane methods, and added that, "no destruction of life or property will ever help a good cause, and the men seem to recognize this fact." He advised them to get public sentiment of their side and hoped that right would prevail.

Rev. D. Balfour, pastor of the Queen-st. Methodist church also referred to the strike and prayed that the strike would be audibly settled and that right would prevail.

GATHERING OF THE CLANS. The annual Gathern' O' the Clans of Belleville, Madoc and Campbellford will be held this year in Campbellford, on Thursday, August 11th, and promises to be one of the largest celebrations of the kind in Ontario this year. The prizes are larger than before, and already a large number of entries have been received.

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Austria-Hungary	Finland	Ireland	Russia
Belgium	France	Italy	Servia
Brazil	Germany	Japan	Siam
Bulgaria	Fr'ch Cochinchina	Java	South Africa
Ceylon	Germany	Manchuria	Straits Settlements
China	Great Britain	Mexico	Sweden
Crete	Greece	Norway	Switzerland
Denmark	Holland	Persia	Turkey
Egypt	Iceland	Philippine Islands	West Indies
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We beg to notify our patrons and the public generally that we have entered upon our 16th year in business. The passing of the years has witnessed many changes, but, in the case of this institution, it has only demonstrated the solid basis upon which its business is established. It is, therefore, with a great deal of confidence that we salute the future and solicit the business of the Savings Bank Depositors of Lindsay and the surrounding district.

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Ingredients: Sulphur, Glycerin, Quinin, Sodium Chlorid, Capsicum, Sage, Alcohol, Water, Perfume.

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[4278] (11678), Vol.

The property of Messrs. Goss and John Sykes, will season of 1910 as follows:
Wednesday—Will leave stable, McArthur House, Falls, and proceed to John son's, Fenelon, thence to for the night.
Thursday—Proceed to his le, where he will remain u following Wednesday mor Terms—\$12 to insure. JOHN SYKES

THE WELL KNOWN TR STALLION

Dan Finister, 2

the property of John Ald stand for mares during the 1910 at his own stable at Arthur House, Fenelon Pa Terms—\$12 to insure.

THE FAMOUS FRENCH COACH STALLION

BLACK PI

the property of John Ald make the following r Monday—Will leave his o McArthur House, Fenelon proceed to Geo. Goodh noon, thence to Cobocok Sunday—Proceed to Co for noon, thence to Road for the night. Wednesday—Proceed to C

Thursday—Proceed to stable, where he will rem the following Monday mor Terms—\$12 to insure. JAMES JONES.

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