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You can make your harness as soft as a glove and as tough as wire by using EUREKA Harness Oil. You can lengthen its life—make it last twice as long as it ordinarily would.

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—FOR—

THE FALL TRADE

OUR WAREROOMS are now filled with the finest stock of Up-to-date Furuiture we have ever shown bought at right prices.

The stock is equal to any city ware rooms in assortment, and the prices are lower. Inspection Invited.

No Trouble to Show Goods

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THE LEADING FURNITURE DEALERS OF LINDSAY.

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Loaded Shells, Black and Smokeless Powder, Wads, Shot, Loading Tools, Shot Guns, Winchester Rifles.

Large Stock Lowest Prices.

J. G. EDWARDS & CO.

Hardware Merchants

Lindsay, - - Ont.

Grand Trunk Time Table

Trains arrive and depart from Lindsay as follows :

ARRIVALS

82	From Burton	8.50	a.m.
31	From Hope	9.05	a.m.
30	From Coboconk	10.10	a.m.
22	From Toronto	10.50	p.m.
35	From Port Hope	2.05	p.m.
42	From I. B. & O. Jct	5.20	p.m.
28	From Port Hope	6.23	p.m.
54	From Whitby	7.30	p.m.
24	From Toronto	8.05	p.m.
56	From Whitby	8.45	p.m.
60	From Toronto, frt	5.00	a.m.
15	From Belleville	10.20	p.m.

Way Freights

94	From	8.10	p.m.
45	From Belleville	5.50	p.m.

DEPARTURES

34	For Port Hope	6.00	a.m
12	For Belleville	6.25	a.m.
51	For Whitby	6.30	a.m
21	For Toronto	9.10	a.m.
22	For Port Hope	11.50	a.m.
55	For Whitby	11.05	a.m.
43	For I. B. & O. Cct	11.00	a.m.
27	For Toronto	11.50	a.m.
33	For Haliburton	2.40	p.m.
23	For Toronto	6.25	p.m
31	For Coboconk	6.35	p.m
24	For Port Hope	8.10	p.m

Way Freights

44	Lindsay to Belleville	8.15	a.m
98	Lind. to Mid. and Tor	8.30	a.m

KENT STREET MAY BE PAVED

Council Proposes to Have the Work Done on the Local Improvements Plan

NEW MARKET PLATFORM

One Will be put Along the North Side of the Building—General Improvements

At a meeting of the Board of Works on Thursday night it was decided to have the street commissioner report on the proposition to pave Kent-st. from the railway to Lindsay street, with one of four compositions of different prices.

These materials are ordinary macadam, at $4800, tar macadam at $12000, asphalt at $32000, and a sort of asphalt that the commissioner said is being used in London and is not very expensive. It seems likely that this last will be adopted.

Mayor Ingle—It seems to me a good gravel road would be all right.

Com. Chalmers—It cannot be swept. You would have to always use the watering cart.

Ald. Jackson—If the water mains were down on both sides of the street, it would seem more advisable to build a permanent road.

Ald. O'Reilly—We can notify the water commissioners that after a certain time the roadway will be permanent.

Mayor Ingle—This last connection across Kent-st. to Flurey's store will about complete the system on Kent street.

Dr. Burrows—We can take a bond that people tearing up the street will leave it as they found it.

Ald. O'Reilly—You know what that means.

Mayor Ingle—It is a pity we could not make some arrangement for putting the wires all under ground too.

Dr. Burrows—We could try that as a new thing. Other places would adopt our way. They have not adopted our street lamps yet though.

Ald. Robson—If we put down permanent streets, we should have to buy a steam roller. Would the people endorse that ?

Ald. O'Reilly — The statute empowers us to buy that.

Com. Chalmers—The road would have to be built by contract. It would not pay to buy a plant for making it.

Ald. Jackson—We can notify the property-owners on Kent-st. and see if they approve.

Ald. O'Reilly—I know some of them do. William Pym said he would pay his share in cash to have a good street made.

Com. Chalmers—In London they are using an asphalt that has broken granite in the place of sand.

Ald. Jackson—We have no granite.

Com. Chalmers—These field stone of granite formation will do.

Ald. O'Reilly—Let the commissioner report on the proposition mentioning all four materials.

Ald. Robson—What about brick pavement ?

Com. Chalmers—It has to be laid on concrete and is expensive. Tar macadam is not giving satisfaction in Hamilton.

Ald. Jackson—Never mind the expensive sort of asphalt. We won't adopt that.

Dr. Burrows—Oh report on that too.

It will be included.

A CEMENT FAMINE

Ald. O'Reilly—Contractor Bogue cannot get cement to complete his contract to build walks. The town has 70 or 80 barrels a balance on its contract with the Rathbun Company. We shall not use it ; shall we transfer it to Mr. Bogue ?

Dr. Burrows—Yes, hand it over.

Mayor Ingle—Why should we give it to him at our price ?

Dr. Burrows—We don't lose anything. Give it at 25 cents a barrel extra.

Ald. Hore—There is nothing wrong in letting him have it. We should not lose anything, but we should not try to make anything.

Ald. Jackson—We should not try to make on it. That would not be fair to the Rathbun Company.

Mr. Bogue will get the cement.

The commissioner said the poles in the market square would be taken down. He was instructed to build a 10-foot platform along the north side of the market building, put a window in upstairs on that side, and paint the wall.

Mr. P. G. Pilkie's was the only tender for the Sussex and Russell-sts sewer. New tenders will be asked.

New Use for Refined Paraffine Wax

A new and important use for refined paraffine wax seems to have been discovered by a prominent resident of Ohio, living near Lancaster, who had two trees badly damaged by storm, one being a maple and the other an apple. In each case a large limb was broken down from the trunk, but still attached to it. The limbs were propped up and fastened securely with straps, very much as a broken leg might be fastened with splints, and then melted refined wax poured into and over all the cracks. The "surgical operation" was entirely successful. The paraffine prevented the escape of the sap, kept out the rain and moisture which would have rotted the trees, prevented the depredations of insects, and the limbs seem thus far to be perfectly re-attached to the trees.

Building Lot for Sale

$80.00 cash will buy a first-class building lot just south of R. C. Church. Apply at this office.—38-4.

Not How Cheap But How Good

The most successful farmers in Canada read the FARMER'S ADVOCATE : they think about their work, they act upon its teachings, and they are its greatest admirers. Its editors and contributors are specialists. The

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contains the cream of agricultural thought, and practical men continue to read it because it pays them and because they want the best. We want thousands of new subscribers who will appreciate something good. The sooner you subscribe, the more you will get.

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For $1.00 we will send to new subscribers every issue of the FARMER'S ADVOCATE from now till the end of 1903 including the beautiful Christmas Number for both years. Time is money. Read ! think ! act ! Send for a free sample copy if you want to see a practical, up-to-date farmer's paper. It will please you.

ADDRESS :

The William Weld Co., Ltd.

LONDON, ONTARIO.

THE GOSPEL OF GOOD ROADS SPREAD BY CONSTRUCTION TRAIN

A Novil But Effective Method of Educating the Public in Favor of Better Highways

In a press letter Mr. F. W Hodson says : Bad roads are the greatest drawback to rural life, and for the lack of good roads the farmers suffer more than any other class. Some of the benefits that would accrue to farmers through the constitution of good roads are :

Good roads, like good streets, make habitation along them most desirable ; they economize time and force in transportation of products, reduce wear and tear on horses, harness and vehicles, and enhance the market value of real estate. They raise the value of farm lands and farm products and tend to beautify the country through which they pass ; they facilitate rural mail delivery and are a potent aid to education, religion and sociability. Charles Sumner said : "The road and the schoolmaster are the two most important agents in advancing civilization."

Characteristics of good roads : The aim in making good roads iis to establish the easiest, shortest and most economical line of travel. It is therefore desirable that roads should be hard, smooth, comparatively level, or laid out on the ground so that their grades may be such that loaded vehicles may be drawn over them without great loss of energy ; that they should be properly constructed, the ground well drained, the roadbed graded, shaped and rolled, and that they should be surfaced with the best material procurable ; that they should be properly maintained or kept constantly in good repair.

The road that will best suit the needs of the farmer in the first place must not be too costly ; and, in the second place, must be of the very best kind, for farmers should be able to do their heavy hauling over them when their fields are too wet to work and their teams would otherwise be idle.

The best road for the farmer, all things being considered, is a solid well-built stone road, so narrow as to be only a single track, but having a firm earth road on one or both sides. Where the traffic is not very extensive the purposes of good roads are better served by narrow tracks than by wide ones, while many of the objectionable features of wide tracks are removed, the initial cost of construction is cut down one-half or more, and the charges for repair reduced in proportion. Where beds of good gravel are available this is the simplest, cheapest and most effective method of improving country roads. With earth alone, however, a very passable road can be made, provided the principles of location, drainage and shape of surface together with that of keeping the surface as smooth and firm as possible by rolling, be strictly adhered to. In fact a good earth road is second to none for summer travel, and superior to many of the so-called macadam or stone roads. But the earth roads must be covered with some artificial material, if they are to be made firm and unyielding at all seasons and in all kinds of weather, with a surface smooth and impervious to water.

GOOD ROADS TRAIN

The department of public roads inquiries and the National Good Roads Association of the United States combined their forces a couple of ears ago for the purpose of furnishing object lessons on the construction and value of good roads to farmers in a large number of countries. A good roads train was equipped and run between Chicago and New Orleans, building short sample stretches of model road, and holding local conventions in various counties along the route. By this means splendid educational work was done in the direction of impressing upon the people the desirability of good roads, and the facility with which they can be constructed.

Realizing the great good that would be accomplished if similarly equipped train were operated in Canada, an effort was made early in 1901 to arrange for work of this sort in Ottawa district. Chiefly through the exertions of Mr. H. B. Cowan of this city (Ottawa) secretary of the Good Roads Association of Eastern Ontario, the Sawyer-Massey Company of Hamilton, Ont., manufacturers of road-making machinery, were induced to supply free of charge all the necessary machinery for such an enterprise, and also three or four experts to take charge of and operate the macninery. The Canadian Portland Cement Company of Deseronto, Ont., aided the enterprise by donating some 150 to 200 barrels of cement for the construction of concrete culverts which are much more satisfactory than wooden ones for drainage purposes. Further assistance was given to the movement by the Canadian Pacific, Grand Trunk, Canada Atlantic, and Ottawa & New York Railway Companies which all agrees to transport the necessary machinery and experts over their lines without charge.

SAMPLE STRETCHES OF ROAD.

It is desirable that all heavy traffic roads should be macadamized or gravelled, wherever the materials are available for the purpose. In order to give an object lesson on the value of such roads, and the proper manner to build them, the good roads train was employed to build a model stretch of stone road from a third to a half a mile in extent, in each of ten counties, and to roll and grade an additional stretch. The selection of the various stretches of road was left with the county councils, with the understanding that the township councils should furnish all the necessary stone, teams, laborers, etc. Owing to the heavy expense incurred, each county council was asked to make a grant of $100 for each stretch of road built.

In building these sample roads, the first thing is to provide the requisite drainage, which is the fundamental principle of road-making. The roadbed is then shaped with the grader, making the centre considerably higher than the sides so that the water will readily run off into the ditches. After rolling with the big steam roller, a trench about eight feet wide and six inches deep is cut down the centre of the road. Into this trench is put first a layer of coarse broken stone, then a layer of fine stone, lastly a layer of still finer stone as a dressing. This last layer helps to bind all the stone into a solid mass, while the sides of the trench hold it all in place. The ten-ton steam roller is run over each layer of stones as it is put on. The rolling is always done down the sides of the trench first so that the stones will be crowded towards the centre. When the rolling of the sample stretch is completed, the stone should be about seven inches deep, which is sufficient to stand ordinary traffic. Such a road may heave to a slight extent in some localities, but the expense of keeping it in repair will be much less than for an ordinary clay road.

COST OF SUCH ROADS

Roads such as those that have been built by the good roads train cost anywhere from $500 to $1,000 per mile according to management and cost of stone. The average stone road costs from $600 to $750 per mile. Such roads need a certain amount of repairing, the same as other roads, but not much.

The number of cords of stone required for a mile of road depends altogether upon the depth of stone laid down. If laid on eight feet wide and eight inches deep in the centre, it would take about 220 to 240 cords per mile.

OUTFIT OF MACHINERY

A traction engine for hauling the grader and working the crusher, a crusher, elevator bins, spreading wagons, and a five or six ton horse roller would cost altogether about $2,800, and this outfit would be sufficient to do all the work for any ordinary municipality.

BABY'S FIRST TOOTH.

A Family Event that does not Always Bring Unmixed Joy.

Baby's first tooth does not come unannounced. Inflamed gums and impaired digestion produce a feverish and fretful condition about which the mother often feels concern. The baby boy of Mrs. George McGregor, of Hamilton, Ont., was troubled with diarrhoea while teething and was cross and restless. He did not sleep well and matters became serious. The mother writes as follows : "My sister had used Baby's Own Tablets for her baby and advised me to try them. I got a box and after giving the Tablets to the baby a few times he began to improve and was soon well. He is now a big, healthy baby and whenever he gets fretful or does not feel well I give him a Tablet and he is soon all right again."

Baby's Own Tablets replace with great advantage castor oil and other nauseous, griping drugs. They sweeten the stomach, quiet the nerves and promote healthful sleep. They are guaranteed to contain no opiate and to be absolutely harmless. If your druggist does not keep them you can obtain a full-size box by mail, post paid, by sending 25 cents to the Dr. Williams' Medicine Co., Brockville, Ont., or Schenectady, N.Y.

$ 33 to the Pacific Coast

from Chicago via the Chicago and North-Western R'y every day during September and October. One-way second-class tickets at very low rates from Chicago to points in Colorado, Utah, Montana, Nevada, Idaho, Oregon, Washington, British Columbia, California and various other points. Also special round-trip Home seekers' tickets on first and third Tuesdays, August, September and October to Pacific Coast and the West. Full particulars from nearest ticket agent or address B. H. Bennett, 2 East King-st Toronto, Ont. —34-10.

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Repairing and all Job Work Promptly Attended to by experienced Workmen at Lowest Prices.

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We have a nice supply of Wool Rugs for fall, light and heavy Wool Blankets and Coolers. A full supply of Trunks and Bags. We will sell all Fly Sheets and Nets at COST.

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Repairing Neatly and Promptly Done.

J. J. Wetherup

Wholesale and Retail Dealer —in— **ORGANS and PIANOS**

I recommend the Bell, the Dominion and the Mason & Risch.

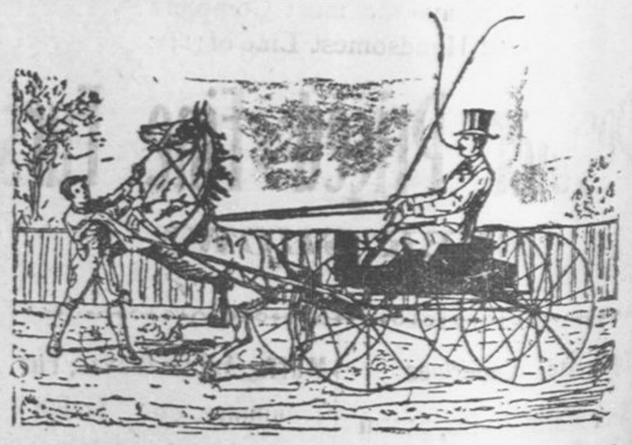
IN SEWING MACHINES — The Rotary Standard, The New Williams, The Domestic and the Wheeler & Wilson.

IN BICYCLES, — The Tribune and Columbia ; also Thomas Vapor Baths, all of which will be sold on liberal terms. A few second-hand Organ at from $5 to $25.

I have six town lots for sale in a nice convenient locality within five minutes' walk of the market

Organs Repaired J. J. WETHERUP,

ox 416, Office Corner of Sussex and Peel-sts., LINDSAY



Carriages, Wagons, Buggies and Carts

I have still on hand a very large number of the above-named vehicles and as the season is advancing, I shall sell them at reduced prices. Those Carriages are up-to-date in every respect. They have standard A wheels, No. 1 hand-buffed leather, best axles and springs, are painted in the very latest designs. Any one contemplating buying a carriage should call and examine those rigs. Bargains will be given for cash.

On account of the rush of business in the early part of the season and the fact that we have a great number of sleigh rigs to get ready we shall not have any work at the Fair this season. Call at the showrooms and see our rigs before you buy.

R. KYLIE

Harness

The Fall Fairs will soon be here and you may need a set of Single Harness, or something in the Harness line. We can supply you in quality and price. Give us a trial order.

E. PROUSE, Oakwood

Just Arrived

A new stock of Waterman's Ideal Fountain Pens at $2.50 each.

Also the Geo. S. Parker Fountain Pen at $2.00 and $2.50.

Remember the place.

Geo. A. Little

Book and Stationery Store, Lindsay