

# Pithy Paragraphs from the Point

## What is Transpiring at Lindsay's Favorite Watering Place.

Sunday, August 15, 1909.

When the Pointers wakened up this morning it was to find the first rainy Sunday of the season. The skies were gray and forbidding, the rain was coming down in torrents, and the rain was souging through the trees as if it were October, in fact, just such a day as one would wish themselves anywhere except at a summer resort. When the rain falls down straight there is a chance to sit on one's verandah and enjoy the beauties of nature, but when the wind blows from every direction, you are forced inside and even the windows have to be closed to keep out the spray. Everything feels so damp that a fire has to be lit, and even if the living room is large, the air becomes vitiated when ten or twelve people have to put in the time doing nothing. Such was yesterday at the Point.

What might have proved a serious conflagration was caught in its incipient stage last evening just as the crowds were wending their way home from the steamer. Had the boat been five minutes later there is no telling what might have happened. A Chinese lantern on Mr. Hogg's verandah fell down or was blown down, and was having a gay old time on the floor of the verandah. The wind which was strong was fanning it into a beautiful little blaze, and five minutes more would have been too late, when some passersby ran in and put it out. All the occupants were down at the wharf.

Miss Dunoon came up on Saturday's boat to spend a few days.

Mrs. Willie MacLennan and son are stopping over with Mr. and Mrs. John MacLennan.

Rev. Geo. Jackson is a guest at Mr. Joe Flavell's.

Mrs. Bucknell and family of Montreal are visiting with the Knowlson's at Sandy Point.

Both afternoon and evening trips of the Kathleen were crowded on Saturday. There was a pleasant mixture of sun and wind, which made travelling very delightful, and all who possibly could, took advantage of the sail. No doubt quite a few came down to hear Rev. Geo. Jackson, who is expected to preach here tomorrow.

The gentleman who wrote "change and decay in all around I see," lived some years before the chap who wrote "when the leaves begin to turn," but both evidently had the same thought in view. As one perambulates through the woods these August days the fact is forcibly impressed on him that for this year, nature has spent herself in the growing line, and things have reached their limit, in fact are on the down turn. The leaves are beginning to turn and it will not be long before we will have all shades and colors, especially in the maples. To one who is given to moralizing on the changing features of life, it is food for thought.

Mr. and Mrs. Harris H. Fudger of Toronto are spending a few days at Swannanoa lodge.

Major and Mrs. Stanley Macbin, of Port Jackson, Tenn., are spending a month on the Kawartha Lakes.

Mr. Eddie Rutherford, of Toronto, spent a week at the Point.

There would have been a record crowd at the services yesterday, had the day been fine, to hear the Rev. Geo. Jackson. Yesterday he preached an orthodox sermon that would have satisfied even such a stickler for fire and brimstone as Sam Blake. Mr. Jackson shows the appreciation of good surroundings by holding to a delightful Scotch accent, which he no doubt appropriated during his stay in Edinboro, where he worked hard, trying to work the hard-headed Scotchmen, who were going to no particular church, around to the Methodist way of thinking. For an hour or so before church time, not much rain fell, and quite a few ventured out, enough to pack the little building. The service was no sooner started when the rain came down in torrents, so much so, that it was difficult at times to catch the preacher's words. Mr. Jackson spoke a few words to the children first, and said that it was just as well to have the children feel that there was a part of the service spiritually for them, even if they were all included in what was said to the adults. In speaking to the adults, the speaker took as his text John

Henry Newman's beautiful hymn, "Lead kindly light," which had just been sung by the congregation. After describing the conditions under which Newman was laboring at this time, the preacher particularized the different ways in which we could and should be led. He did not believe in a man running to the preacher every time his conscience pricked him. The preacher was only human, and had no call to advise people as to whether they could do this or that. If a man's conscience was continually pricking him about any phase of his life, it was pretty conclusive evidence that the thing was wrong. The great trouble was that a man's conscience sometimes got callous and then wrong did not appear wrong to him. Nor was it advisable to go to the bible as if it were a fetish, and either open the book haphazardly and take the first verse we set our eyes on, or even to look through it until we got something that fitted our views, and then close the book up with a bang, as if that settled it. The bible was a splendid book to go to, but there was a right way to go at it—in a prayerful spirit. There was no doubt but that at times we were left as it were at cross roads, with no finger post up to direct us, which way to go, but he did not believe that God would leave us there groping in the dark any longer than He thought was necessary for our good, before the finger post was seen, and the way would be as clear as daylight. The trouble with us humans was, however, that we could not and often would not wait God's time and direction—if we did there was no doubt in his mind it would come at the proper time.

There was a full choir out in spite of the rain, and the singing was correspondingly good. Mrs. G. H. Hopkins rendered a very beautiful solo after the collection.

All the stalwarts and those who prefer the amen corner were out in force today.

Has Returned From Europe

Ven. Archdeacon Casey Arrived in Town This Morning

Ven. Archdeacon Casey arrived home on the G. T. R. flyer this morning from his trip to Europe looking the picture of health. During his sojourn on the continent he visited England, Ireland and France. His many friends will welcome him back again and will be delighted to learn that his health has greatly improved.

Are Forecasting Eastern Conflict

The quid nuncs are forecasting war between Japan and China. Assuredly the demands of Japanese statesmen for colonization privileges in Manchuria, irrespective of China's natural objections, and the arrogance of the Japanese press are dangerous provocations. The humane and civilizing influences of Christian missionaries may decrease under absorbing warlike contemplation of the people. The whole spirit of Japan is devoted to paying off the crushing war debt, trebling its army corps, strengthening its navy and generally getting into shape for contingencies with other powers. The taxes exacted are almost as crushing as the debt. The citizens with an income of \$50,000 or pays over 69 per cent of it to the government, keeping, say, only \$16,000 out of \$50,000 for his own use. The tax is graded down till the man with an income of \$500 pays 17 per cent only. The average tax is 30 per cent yearly on all moneys received or earned. The submission is marvellous. In any European country a tax of ten per cent would precipitate a revolution.

Repairing the Bridge

Workmen are now engaged in making the long needed repairs on the Wellington-st. bridge. For some time the bridge has been a menace to pedestrians and traffic, although not apparently so. However, it will be fixed now so that everything will be perfectly safe and satisfactory. A portion of the floor is being torn up today and traffic will be blocked during any further repairing.

# THINGS IN GENERAL

The edict issued by the town fathers regarding the cutting of weeds seems to have accomplished a great deal, although there are some whose negligence in this matter will cost them something.

Deputy-Reeve B. L. McLean is receiving the thanks of the citizens generally on the successful manner in which he has grappled with the dog nuisance.

We feel that there are still a large number of untagged canines in town with owners, who are so small as to try and evade payment of the dog tax.

Some of the plank sidewalks in town are badly in need of repairing. "A stitch in times saves law suits."

Only the other day a lady complained to The Post of a painful accident she sustained on Russel-st., caused by a broken plank. Her friends had advised her to bring action but "she did not wish to cause trouble."

There is altogether too much waste paper on Kent Street these days. It should be picked up regularly as it looks bad to say nothing of the fright it occasionally gives to horses whenever a high wind is blowing.

Frequent acts of vandalism are perpetrated by persons who take a pleasure in destroying the sidewalk leading to the Riverside cemetery. Scarcely a week passes but one or two planks are broken in the walk, rendering it a source of danger to pedestrians.

The town council is certainly making a splendid job of the piece of experimental road work in front of the Public Library, and the citizens are taking a great interest in the undertaking.

Deputy-Reeve W. W. Jordan, of the Board of Works is superintending the important piece of work and is devoting considerable time to the undertaking. A good job is being done, and who knows but that this experiment will solve the problem of satisfactory road construction in Lindsay.

A liberal quantity of broken stone from the Burnt River quarry has been spread on the road bed which was first graded and suitably drained. Then the road roller has been kept busy rolling it and making the surface in perfect shape. The broken stone is certainly a first-class material for road making and to Alderman Babcock must be given the credit of first advocating its use.

A splendid cement curbing on either side of the walk is also a decided improvement and adds considerably to the splendid appearance of this stretch of roadway.

The Council was wise in its decision not to go extensively into road work this year until the capabilities of the Burnt river material was thoroughly tested. It was certainly a waste of labor and money putting material from the town pit on the streets. It was totally unfit for road making.

What to do with the Sussex Street ditch or rather the water which accumulates at different times near the town park, is a problem the town Council has on its hands. The aldermen are to be commended on their policy of economy in civic matters, but this is a question that must be dealt with at once, even though the town has to borrow money. The course of this water will have to be diverted, and that at once, or there is grave danger of the main stretch of walk in front of the park being undermined and destroyed when a freshet occurs. There is a strong that the Sussex Street drain should be run down Durham-st. to the river.

The summer is nearly gone and Lindsay has not had a celebration on any of the public holidays, while nearby villages and hamlets with commendable enterprise have held celebrations which have attracted large crowds and which were most successful.

True, the local racing association endeavored to provide a day's programme on last Dominion Day, but their efforts were not seconded by the citizens generally, and as a result the affair was not an all round success.

That the summer is to pass by without a celebration of some nature is to be regretted and it certainly does not speak well for the town or the enterprise of the citizens. Lindsay has a great district to draw from, and surely when Fenelon Falls, Beaverton and other places can hold successful celebrations, Lindsay should be able to do likewise.

The date of Lindsay's great industrial fair is drawing near, as is evidenced by the activity being displayed

by the energetic directors. This is Lindsay's banner attraction to which the citizens point with pride, and which is one of the greatest annual events held in Canada.

This year's exhibition promises to be bigger and better than ever and that is saying a great deal.

Someone has suggested that the town property committee of the town council take up the question of brightening and tuck pointing the brickwork of the town hall as well as giving the exterior a coat of paint. This, they claim, would be in keeping with the improvements which have recently been made in front of the building.

The suggestion is a good one. The town buildings need brightening up exteriorly. Alderman Kyle of the property committee might consider the suggestion.

# The Campaign for Improved Roads

Half a century's efforts to make good country highways by "statute labor" have been as futile as would be an attempt to reap a western hundred-acre wheat field with the sickle our fathers swung in the days when "statute labor" was born. The County Roads System, a compound of government aid and self help has not met general acceptance, chiefly because municipal councils with the best intentions are afraid to adopt a county system, because public sentiment will not support such an action. It seems, therefore, that the progress of the country is to be impeded to the great extent to which the absence of good highways is a factor, unless some other means, such as provincial assumption of the construction of county roads systems, is adopted. The County Roads System as now constituted throws the great bulk of the expense upon the rural taxpayer, except what the government grants, and even the rural taxpayer has to contribute his share of that. If the government assumed the responsibility and bore the expense of constructing county roads, there would be gain of more kinds than one. The cities and towns—separated from counties—would thus have to contribute their share, which they should in justice do, for they receive direct commercial advantages which come from good roads permitting easier access to city markets, and then to city shops and business places. If the government took charge of the county roads system the local jealousies that interfere with local agreement upon what roads are to be selected would cease to operate; townships outside the route chosen would regard with more complacency the selection and construction of a route to whose cost they would not be required to contribute. With the government assuming and constructing County Road Systems, there would be a guarantee that the best possible system would be adopted. With the services available of a gentleman of the professional qualifications, the engineering ability, the interest and enthusiasm of Mr. A. W. Campbell, Deputy Minister of Public Works, and a veteran preacher—and practitioner—of the gospel of good roads we could be certain that effective system would be adopted the best methods applied and the best results secured. As pointed out in these columns recently, no new principle would be involved in the government becoming responsible for the cost and construction of county roads—if they pay a third of the cost under the Good Roads Act, they could justify paying the whole cost. The details of the application of government assumption could easily be worked out; the adoption of the principle of state aid or rather state expenditure would be the more formidable step—everything else would easily follow. From the report of the annual meeting of the Ontario Good Roads Association it is learned that the State of Pennsylvania, has arranged to spend in providing that state with good roads, five million dollars a year until a total of forty-five millions of dollars is invested in the highest form of public improvement. Last year the legislature of the state of New York voted fifty millions to be spent without a celebration of some nature in three years in building first-class highways. Surely a rich province like Ontario might make a proportionate expenditure with general advantage. Those who would oppose the expenditure of provincial money to build provincial highways, are invited to mention any other manner in which a liberal share of provincial revenue could be more justifiably or profitably employed.

# PLEASANT POINT

The farmers are all busy with the harvest now. The grain is ripening very quickly this warm weather.

A number of Reaboro people, including the Rev. Mr. Ware of that place, visited Mr. and Mrs. Hughson here one day last week.

Mr. and Mrs. Hughson returned to their home in Windsor on Thursday after spending six weeks here.

Mr. Francis Brien was the loser of a fine colt the other day. The cause of death is unknown.

A large number of young people from Dunsford and around these parts took in the moonlight excursion to Fenelon Falls by the steamer Otonabee on Wednesday evening.

What might have been a serious accident turned out to be a laughable affair the night of the moonlight. Four young people were driving in a single buggy, and when making a quick turn around a corner one man was unfortunate enough to be pitched head first out of the buggy. He made a complete somersault and lit on his feet.

It is quite laughable to hear some of our best known yachtsmen and campers talking about farming. It seems if they owned farms they would use traction engines and twelve furrow ploughs and then only plough down hills. That is one of the many things they would do. But I am afraid water ploughs easier than land.

# Smutty Talk To Farmers

A local miller reports a load of new wheat so badly damaged by smut as to be unfit for milling purposes. Taking up a handful of wheat the uninitiated would suppose that the kernels were all good, but on closer examination you will find that some kernels will on pressure burst open revealing a mass of brown dust, just like particles. These particles are the spores or seeds of the smut plant for the smut is a low form of plant life.

When seed from affected grain is sown some of these spores or seeds of the smut adhere to the wheat kernel and germinating at the same time as the wheat send out thread-like roots, which enter the wheat plant at the first leaf sheath and keeping pace with the wheat grows within the plant until the wheat plant reaches the flowering stage, when it takes possession of the nourishment intended for the grain, and produces the mass of spores, which are evident when the wheat is threshed.

The only remedy is to treat the grain intended for seed with some standard remedy, which will destroy the spores and yet not injure the wheat. Formalin at the rate of one pint to 42 gallons of water is the remedy which gives best satisfaction. Mix the formalin and water thoroughly and taking the seed to be treated, place a quantity in a sack and suspend in the mixture for twenty minutes, then allow to drain and spread out to dry. This treatment in a five year test at the experimental farm, Guelph, has given excellent results. The percentage of smut in wheat from seed so treated has been zero.

Farmers should if possible treat their seed and insure themselves against serious loss in the value of their wheat, which if infested with smut is unfit for milling, and has to be converted into food for stock.

Killed on the Railway

Oakville, Aug. 16.—The main trunk of George Tomlinson, a hand, were found lying beside the Grand Trunk tracks a short distance east of Oakville Station by men. He had been seen in town under the influence of liquor and it was supposed that while going to a boarding-house he stumbled over the tracks, was unable to move and run over.

1,069 Auto Victims In Chicago

Chicago, Aug. 16.—Automobiles have killed 51 persons and injured 1,018 within the limits of Chicago during the first seven months of the year.

Earthquake In Japan

Tokio, Aug. 16.—A severe earthquake occurred in Central Japan yesterday afternoon at 3.30 o'clock. The shock was particularly hard on Kyoto, Osaka, Lake Biwa and other places. All railroad communication in those districts has been interrupted. Many houses collapsed and many people were injured.

Crew Rescued

Sydney, N.S., Aug. 16.—A crew was received from North Sydney today to the effect that the schooner Myrtle, which was wrecked at Lignan on Wednesday night, were picked up and landed on Bell Island.

Spectators Fell in Wheel

Montreal, Aug. 16.—While a crowd was taking place at St. Joseph's on Saturday, one of the spectators collapsed and a number of people were thrown into the air but all were rescued.

# Fenelon Falls New Steamers

Is Being Constructed at No. 6 Lock Peterboro

Examiner: Work is progressing rapidly on the new steamer which is being built by Mr. Wm. Hickey and Sons at number 6 lock. It is to be constructed for Mr. W. Burgoyne Fenelon Falls, and will serve as a general purpose boat for use on the upper Kawartha lakes.

Burgoyne's boat the "Kawartha" which is in use at the present time is too small for the business to do. The new steamer will be the size of the Sovereign, and will be used as a passenger and cargo boat as well as for towing.

# Bad Fire at Gobourg Sunday

Cobourg, Aug. 16.—Fire early Sunday morning did damage estimated about \$45,000, and residents are congratulating Chief Rouse that he prevented its being a much higher loss. The heaviest loss, is George Thompson, of Thompson & MacLennan, whose implement storehouse and offices with six horses were destroyed. The loss is placed at \$40,000, and one-quarter insurance. The fire started in the stable at 12.45 a.m., fanned by a strong east wind, spread to the stables of the Durham Street. The firemen's prompt work at the spot undoubtedly saved the John Vonburg's stable and Division street Methodist Church from scorched.

The Port Hope firemen responded to a call, arriving an hour after the fire broke out. Residents who were in danger also profited by their own labors with small hose. Water pressure was good.

# Canadian Vessel Burned

St. John, N.B., Aug. 16.—A dispatch from Yokohama to Troop & Co. shipowners here, tells of the loss of the British bark Howard D. at Yokohama. She is said to have been scuttled. Capt. Durkee of the mouth was her commander. It is believed the officers and crew are safe. The bark was owned by Troop & Co. and others here. She was a masted steel vessel, built at Glasgow in 1892, of 2,060 tons. She sailed from New York in March for Yokohama, and was to go thence to land, Oregon, and the United States.

# Robbery In Owen Sound

Owen Sound, Aug. 16.—The police of a residence was reported to police at five o'clock yesterday morning when head-quarters was called by James McLaughlin, a well-known manufacturer, and was informed some time during the night his safe had been entered, and a gold watch and over \$50 had been abstracted from the pockets of the vest and trousers. These articles of clothing were found at the foot of the stairway. The police have no clue.

# Rival Company Boring for Oil

Review: Within the next six days boring for oil will be started south of Warsaw, the gas and oil rights on a three thousand acre block having been leased by the Canadian-American Oil and Gas company, which has its headquarters in Pennsylvania. Some of the best experts in the United States have made a careful examination of the district, and have reported most favorably on the prospects for striking gas and oil. All the surface indications are there, so the outlook is most hopeful. The machinery for boring will be on the ground next week, being shipped here from Western Ontario. The block of land that has been leased lies between Warsaw and Indian River, and it is expected that the first shaft will be sunk on the Forsythe farm.

The leasing of the land has been done by Mr. F. J. Forsythe of Peterboro and Mr. M. Davidson of Trent Bridge. The results of the tests will be awaited with interest.