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PLEBAUM, Poultry Depot, 40 Queen-st  
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## CONCRETE ROADWAYS IN MICHIGAN WILL TOWN OF LINDSAY ADOPT SYSTEM?

The following from Friday's Toronto World will prove of interest to our readers in view of the fact that the question of permanent roadways for the town is at present a live one. The feeling is practically unanimous among our citizens that the present system of road work carried out by the town is a waste of time and money, and the time has come when our highways must be constructed with a view to durability and permanency. The experience of Wayne county, Michigan, and other places with concrete roadways should encourage our council to look into this method of road construction. The article reads as follows:

### FIRST TRIED IN 1908

The first stretch of concrete was laid on Woodward avenue road during the summer of 1908. This road is a continuation of the main paved street in Detroit and as it leads to the State Fair Grounds; Palmer Park, a popular playground; two large cemeteries, and to Oakland county, a rich farming section, it makes a popular automobile drive. The traffic over it is such that the road is subjected to a very severe test. It is to all practical purposes in as good condition today as when first laid.

An endeavor honestly made to discover just whether there is any opposition to this form of road in that vicinity and among what class it might exist led to some results that were really surprising, and almost unbelievable. For automobile traffic, they certainly are ideal, presenting a

solid even surface which permits the car to be driven rapidly, yet, at the same time, a surface which is dustless and noiseless, and with a crown so slight that there is no danger of slipping. That automobile owners would be pleased was to be expected but their use of the roads is in most cases for pleasure trips only and a satisfactory road must serve for the more serious every day requirements of farm traffic, and it is from the farmers that the really conclusive evidence of the value of the roads must be secured.

"How about these roads in wet weather and in the winter time?" was the question asked many times, and in every case the answer was that there was no trouble whatever in that respect. In wet weather the only place there was trouble, was where a clay road intersected the concrete and where the clay was carried on the concrete.

The road is not so slippery as the ordinary dirt road. Questioning street car conductors, who spend every day along the roads, brought out the fact that they had never yet seen a horse down on the concrete roads. The reason for this lies in the fact that the crown is so slight, being only one-quarter of an inch to the foot or two inches for a 16-foot roadway, as compared to five and six inches for the dirt road.

### LESS SLIPPERY THAN OTHER ROADS

In the early winter the wind carries the snow away from the concrete road, and it is again less slippery than the dirt road. Of course

when winter really arrives and the roads are covered with snow, the kind of road underneath makes absolutely no difference, except that on a concrete road less snow is needed for good sleighing.

The harder road surface wears horses' shoes more rapidly, and is probably harder on the horses' feet, but with proper shoeing this trouble can be minimized and the saving on the horses' muscles more than makes up for the wear on the feet.

Farmers near the line between Wayne and Macomb counties, who find it necessary to haul both ways, have a splendid opportunity to compare the concrete road with the ordinary dirt road. They say that to load their teams both ways on the concrete road tires the horses less than the return empty on the dirt road. If the haul is all on the concrete road the only limit to the weight of the load is the quantity that can be placed on the wagon. As one farmer put it, "Why Bill here can keep the load moving himself, without any help from the horses after they start it."

**A BEAUTIFUL SIGHT**  
The white roads are really beautiful as they go on and on, for mile after mile on Michigan ave., Woodward ave, Gratiot road, etc., their cleanliness being an object lesson to the street cleaning departments of even the progressive municipalities. No attention whatever it necessary in this respect, as the winds and rains in their onward march must needs perform this service gratis.

Their sanitary condition leaves nothing to be desired. The wear is so slight in four years as to be as yet unnoticeable. There can be no dust from their wearing, the only dust or mud that can be found on them must be brought to them from some unimproved road. If a fault is found with their white color because of the reflection of the sun, their color could very easily be made any shade desired as is done in other concrete construction, but the spick and span appearance of the white roads as they have been built in Wayne County makes one slow to favor any change. Not only is this true, but the white color makes it the easiest kind of road to travel at night.

### COSTS ARE MODERATE

"Oh yes! you say it is a good road but the cost. 'Ah! that's the rub.' But is it. Let us look at this side of the question in the light of the experiences of the commissioners of Wayne County. The roads they have been building are roads built to take care of the hardest kind of traffic; they are built of a concrete harder in temper than that used in almost any form of concrete construction, no matter for what purpose it may have been intended; they are built near a large city where labor costs are high, they are built with a special soft steel expansion joint; they are built of materials purchased many miles away and in many cases hauled by teams for long distances; they are built by day labor instead of contract labor. In short no expense has been spared to secure the best possible road, and while the management has been excellent, conditions have been such that the costs must be at least, a fair average of what can be expected in other localities. In many cases the cost should be less, and in the exceptional case only should it be higher.

Mr. E. N. Hines, Wayne County Road Commissioner, and the man who more than any other one man has been instrumental in bringing about their construction, in his paper before the meeting of the Association of Portland Cement Manufacturers at Chicago early in May said: "The concrete roads in Wayne County have cost from \$1.04 to \$1.75 per square yard complete. The figure varies with the cut and fill required in grading, the price of materials, which varies at different railroad sidings, and the length of haul for materials. The figures given include the cost of concrete culverts, concrete tile drains, land tile along the street car tracks, open ditches, grading and the earth or gravel shoulders. Yardage is figured on the concrete only; the cost of gravel shoulders, etc., being apportioned over the concrete yardage and added to its cost."

### LOW COST OF MAINTENANCE

This means that in many cases the concrete road can be built for but little more than \$1.00 per square yard or at a cost less than \$10,000 per mile of 15 feet roadway. In many instances the first cost for a waterbound macadam will come very close to this figure. In Wayne County macadam first cost is about 10 per cent less, but that is only a small part of the complete story. The total cost in Wayne County for repairs last year on concrete roads was \$209, this being on 33 miles of roads. Almost all of this was spent on ditching and shoulders, a very small part indeed, being spent on the concrete itself. During the same year \$12,500 was spent in the same county on roads other than the concrete roads. Reports for many other localities in

which concrete roads have been used show the same absence of maintenance charges. When we stop to think that figures collected by the New York State Highway Department show that the cost per mile per year for properly maintaining macadam roads is \$826 to \$100 for a 15 foot roadway, it is not difficult to understand that a difference of even several thousand dollars in first cost is of small moment in a road that if properly constructed should last forever.

## BORING FOR OIL NEAR PETERBORO

Examiner: Mr. Finnely J. Forsyth of Warsaw, has succeeded in organizing a local company to drill and prospect in this locality and around Warsaw for oil, gas, salt and other minerals. The company is capitalized at \$40,000, and shares are now being offered to the public at \$1. par value. The company will begin operations as soon as sufficient capital is subscribed to warrant a beginning. The provisional directors of the company are Messrs. F. W. Wilkins, D.T. S., J. G. Keefer and John F. Elliott. A favorable agreement has been made with Mr. Patsyth, who is the owner of a drilling outfit, and who has agreed to employ experienced assistance to prosecute the search in the depths of mother earth for the hidden products. There is absolutely no watered stock in the concern and the organization expenses—including provincial charter, books and supplies—will not exceed \$300, exclusive of commission for sale of stock. Mr. Forsyth is to receive one hundred shares of stock for his work in promoting the company, and for some thirty odd leases which he holds and which he has turned over to the company.

Salt and gas have already been found in many places in this district and indications of the presence of the lubricating substance are not wanting. It only remains now for those who wish to see a test made and who are willing to share in the cost of exploration to take up the shares of the company. The organization is a "limited liability" concern—that is, the shareholders are only liable for the actual amount of their holdings. Subscription forms may be had and any other information obtained from any of the directors or from Mr. Forsyth.

## CHEESE PRICES ON PETERBORO BOARD

Review: The twenty factories that were represented at the Cheese Board meeting this morning boarded 2,250 cheeses in all.

Mr. R. W. Warde, instructor for the county, made a short address in which he stated that in company with Instructors Puelow and McKay, the latter of the Guelph Agricultural College, and Ald. Gillespie, he had made a tour of the factories yesterday in an automobile, and had found everything in a generally satisfactory condition.

"The most of the factories are well kept," said Mr. Warde, "but in some of them—" here he paused and made an expressive gesture.

"Name those factories," said several members of the Board.

"I will not," answered Mr. Warde, "but have no doubt that they will do better."

The bidding was soon over, stopping at 13 3-6c.

## Children Cry FOR FLETCHER'S CASTORIA

## Souvenirs

The largest stock of Souvenirs ever shown in Lindsay. Belt Clasps, Collar Pins, Beauty Pins in Rich French Enamel, L.C.I. Maple Leaf, Canada, dainty Silver Bocothes made in England.

## Souvenir Spoons

The celebrated Roden Bros. Manf, dainty Salt Spoons, Coffee and Tea Size Spoons, beautifully enameled, from 25c up to \$2.75. Our price moderate.

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**PEABODY'S**  
HIGH-GRADE GUARANTEED OVERALLS ARE NOT ONLY GOOD FOR TEN CENTS A BUTTON AND 25 CENTS A RIP, BUT THE MERCHANT THAT YOU BOUGHT THEM FROM WILL REPLACE THEM IF THEY DO NOT GIVE ENTIRE SATISFACTION WITHIN THIRTY DAYS FROM DATE OF PURCHASE.

**PUT THEM TO THE TEST SHOWN HERE**  
**THEY WILL STAND IT—BECAUSE THEY ARE MADE TO WEAR**

NOBODY BUYS OVERALLS TO PLAY TRICKS WITH THEM SUCH AS IS SHOWN IN THE PICTURE ABOVE, IN WHICH FOUR MEN EXERTED ALL THEIR STRENGTH IN THE EFFORT TO RIP A PAIR OF PEABODY'S OVERALLS, BUT IF THEY WILL STAND THIS THEY WONT RIP UNDER THE HARDEST KIND OF LEGITIMATE WEAR.

**WE ARE THE AGENTS OF  
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## BRAMWELL BOOTH AT SCHOOL WAS AFFLICTED WITH DEAFNESS

Nearly forty years ago the writer of these reminiscences was spending his youthful days in the north east of the great metropolis of London, more particularly in the neighborhood of South Hackney and Clapton. In the first district the Booth family lived in the early days, and Mr. and Mrs. Bramwell Booth until recently. Here the Army has several rescue and maternity homes, while at Clapton, as every Salvationist and many other readers know, they have extensive premises of all kinds, and in the Congress Hall situated there the remains of the late lamented General are now lying.

### WHEN THE BOOTH'S VISITED IT.

One fine morning two young lads, 6 and 14, Bramwell and Ballington, introduced to the school by Mr. H. R. Clarke, the principal, whose name may yet be remembered in some parts of Canada. He afterwards founded the well known Shanklin College in the Isle of Wight. They were fairly tall lads, very quiet and reserved, in fact they might have been called shy, but in answer to questions which every new school boy has to submit to since the world began, they said they were living on King Edward Road, a well known thoroughfare in those days, and their father was a minister.

### SAW COMING GENERAL AND SONS

A few days after on going home from school rather late from evening preparation, the writer saw the lads helping their father at an open air service on Well street, one of the worst parts of Hackney then, and for the first time saw the leader of what was to be one of the greatest religious movements of modern days.

### BRAMWELL BOOTH AT SCHOOL

I found the new General at school quiet and reserved. He suffered a great deal from his deafness and in his young days and till quite recently he had to use one of those old-fashioned ear trumpets, a cumbersome affair. He personally used to wheel the little hand organ down for the open air services.

He did not join in the boyish sports but he never interfered with his fellow school mates and though at that early time he was known as deeply religious and soundly converted, yet I am glad to say for the honor of the school he was never interfered with for his religious convictions.

### MRS BOOTH IN THE PULPIT

Even then General Booth, as he was just beginning to be called, was making great headway in the East End of London, and Mrs. Booth, one of the most charming and persuasive women the writer ever met, was perhaps more prominent than her husband, and without taking one iota of praise from the dead General it may be safely said that Mrs. Booth was indeed the mother of the Army in more senses than one. To introduce the aims and ideas of these devoted people it was felt that Mrs. Booth should speak in the leading chapels, which are so abundant in Northeast London, and though it should be remembered that the Booths were Methodists, yet at that time, the Wesleyans, who were very strong in

that part, were by no means in great sympathy with the effort, and it was not an easy task to obtain permission for Mrs. Booth to occupy the pulpits. Much of the success of the early work of the Army was due to the effect that that good women's appeals made on congregations higher up in the social strata than their original congregation at Mile End Waste and Well street. An application was made at this time for Mrs. Booth to occupy the well known pulpit of Richmond Road Chapel, Hackney, then in the height of its popularity under Dr. Jenkins, W. O. Simpson, W. D. Walters, J. E. Clapham and other well known preachers. Some opposition was shown, but the writer's father, Captain Holdsworth, who was treasurer of the Chapel Trustees at the time, willingly gave his consent, and the writer well remembers sitting in the back pews and seeing, to him, the strange sight of a woman in the pulpit. He afterwards heard her in later years in the pulpit of the aristocratic Clapton Wesleyan church, where she also made a remarkable impression.

### ARMY COMES TO CLAPTON

For the next few years the writer was away at boarding school in the Isle of Wight, and when he came back the Army was firmly on its feet, and beginning to look out for much larger fields of labor. In the old-fashioned Lower Clapton Road there was a rambling old fashioned building—built when Clapton was in the country, for the London Orphan Asylum, surrounded with beautiful grounds, the asylum had been moved further out into the country and after standing idle for some time, the building itself was sold to the Army for a very low price, while the beautiful grounds were cut up and put into building lots.

The Congress Hall is the headquarters of the Army in those parts; the cadets are trained there and most of the larger rallies and officers' meetings are held there. The writer was present with his mother at the first Sunday afternoon meeting.

### DEATH OF MRS. BOOTH

Well, years rolled on, and just as the Army had well got onto its feet Mrs. Booth died, and then Clapton was the scene of sorrowing which it sees today. The body lay in state in the hall, and for days hundreds of devoted Salvationists came from all parts of the country to gaze on the white face of the saintly woman.

### RAILWAY NAVVIES IN NAMELESS GRAVE

Ottawa, Ont., Aug. 21—The Department of Labor has issued new regulations, with the idea of protecting workmen employed in railway construction throughout the Dominion. All contractors, sub-contractors and other employers are required to keep a careful record of the names, nationalities, place of birth, and last addresses in Canada, as well as home address; also the names and addresses of the nearest relatives of their employes.

### Children Cry FOR FLETCHER'S CASTORIA

LINDSAY MARBLE WORKS  
Cambridge St. North of Fire  
For all kinds of Granite and Marble Monuments Get prices and see signs.  
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**COTTON CREPE  
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This popular material is being used extensively because of the good service given. They come in shades of mauve, blue and pink with plain colored trimmings to match

Dainty Dressing Sacques at 50c and 75c.

**BLACK SILKS**  
A splendid quality Paillette in deep, rich black, excellent wearing and wide dress width, at per yard, 89c and..... **1.00**

Rich Mousseine Paillette, a lovely quality cloth for gowns and waists, skin dyed, wide width, at per yard..... **1.25**

Women's Long Silk Gloves, made from very best of glove silk, double tipped fingers, mousquetain wrist, 16 button length, at per pair..... **1.00**

Women's Pure Silk Hose, seconds, with Lisle thread garter top, in black only, size 8 1-2, 9 and 9 1-2, price..... **23c**

Women's Lisle Thread Hose, black, tan and colors, also in lace, all sizes, price..... **25c**

**WINDOW SHADES**  
Special priced an opaque Window Shade, 37 in. x 72 in., mounted on reliable rollers, dark green or cream color, complete with brackets..... **25c**

Trimmed Shades in cream and green, 37x72 in, lace insertion, complete with brackets..... **50c**

**TAPESTRY CURTAINS**  
Heavy Mercerized Curtains, well knotted fringe on top and bottom, 2 3-4 yds long, shades of green or crimson, at per pair..... **\$3.00**

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Plus half-cent mile from Winnipeg to destination, but not beyond MacLeod, Calgary or Edmonton. Returning half-cent mile to Winnipeg, plus \$18.00 to destination in Eastern Canada.

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TORONTO**  
Lindsay, Ont., to Toronto and return  
**\$2.05** Aug. 24 to Sept. 7, inclusive. **\$1.65** Aug. 27 and 28, Sept. 3 and 5.  
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All tickets valid for return until Tuesday, Sept. 10th, 1912.  
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GENUINE  
The Kind Y  
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RESPONDEN  
HIS IMPR  
Freewater, Oregon  
Editor of The Post  
Sir,—Having been a member of readers of yo to give them an up down here and of both the Canadian and this part of Uncl ions, I, with your out give a brief outlin and other things a to me, both on my arrived here. The first place, I may my identity. My is in Victoria county of Uphill. I have the one of the Canadian serts for over 40 ye place. Now to begin a I left Uphill on the of the present year on the 31st and Tor day of June at 10. I was the first part was passed in bed. I say that I travelled line via Sudbury a From Toronto to distance of Winnipeg t desolate wilderness nothing country I is one continuation of water for 8 person has two nigh stretch, which is a Some of the most on this stretch ar night time, and no

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