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THE ADVANCE.

A. R. Fawcett, — Editor.

FLESHERTON:
THURSDAY, JULY 23, 1885.

REFLECTIONS.

The Agricultural Editor's thoughts have been shaping themselves into some practical channels since the last issue of THE ADVANCE. He puts these thoughts under the somewhat common heading, "Reflections." They may not possess the virtue of originality but certainly they are practical, and commend themselves to the intelligent reader.

The first thought that occurs to his mind is the feasibility and necessity of building an elevator at the Station. While no one doubts the feasibility quite a number question the necessity for an elevator at the Station. With our increased railway facilities for shipping produce, it is argued, that the necessity for the erection of a costly elevator no longer exists. Our citizens can discuss this at their leisure, but the A. E. is of opinion that the elevator is a necessity. He has often ventilated the matter through THE ADVANCE and the people have talked it over without any practical results. Again he draws attention to it with the hope that the question may forever be settled, one way or another. With these few remarks he passes on to—

The second thought, which relates to the road between this place and the Station aforementioned. Can this road be straightened or improved in some way? *En passant*, the Agricultural Editor gives it as his opinion that the individual who surveyed our County Gravel Roads had a special liking for hills seeing that the said roads never fail to run over the biggest hills in the country from beginning to end. Just when the traveller imagines the road he is on is about to deviate through a nice level tract of country, he is suddenly surprised to find his jaded beast climbing a hill—yes, and the very roughest and steepest hill in the neighborhood at that—the idea of running the road over an ordinary hill or along a level place, evidently never occurred to the intelligent surveyor. Hence the present generation must see to it that the bungling of a past generation of incapable surveyors is, to a certain extent at least, improved or remedied. So with the road to Flesherton Station: It must be improved. How and by whom we will not presume to say.

Another thought may be "thrown in" with those referred to above—space will not permit reference to the multitude of other thoughts teeming in the cranium of the A. E. The third thought is the sidewalk question. Why not appropriate *all* the village statute labor to building new sidewalks and repairing old ones? Surely the people of this place pay enough into the Township Treasury to warrant the expenditure of a fair proportion of their own funds within the village limits in sidewalk and other improvements? We think so.

Our Brave Boys.

THE MIDLANDS AND VOLTIGEURS RECEIVED WITH A GENUINE OVATION.

The receptions tendered the Midlanders and the Voltigeurs de Quebec (9th battalion) by the citizens yesterday afternoon and last night was nothing short of a genuine ovation. If the event can be taken as a criterion, the entrance to the city of our own volunteers will be the greatest military spectacle ever witnessed in Toronto, as far as enthusiasm is concerned at least. Although the vast crowds that thronged the streets all afternoon and until midnight were subjected to several tedious waits and delays it only had the effect of making them more demonstrative when the prairie-tanned and half-ragged heroes finally did arrive. The Midlanders, every one of them, left the city last night with the very highest opinion of Toronto hospitality. It was announced by bulletins in various parts of the city that the Midlanders would probably reach Union station about 3 p. m., but it was 5.45 exactly before the Toronto, Grey and Bruce train, made up of eight passenger coaches, drew up outside the depot on the south side. The tumults of applause and waving of handkerchief that greeted the sunburnt boys from the central counties of Ontario were wild and almost beggar description.

About 9.15 yesterday morning the noble steamship Alberta steamed up to her dock in Owen Sound's pretty harbor. The town was active long before that hour, and great crowds assembled on the dock and its approaches awaiting the arrival of the steamship. Flags, bunting, flowers and evergreens were profusely displayed. Besides these emblems of joy, the citizens had erected a real handsome arch. It was a tedious task to transfer the military baggage from the steamship to the trains. The baggage had all been stowed away in the steamer's hold, and had to be handed out piece by piece. It was 11.30 o'clock before the first special military train was ready to start. The regular steamboat express had gone on before and reached Toronto at 12.30 p. m. Half a dozen or so of the volunteers came down on this train, among them being Major Gen. Strange. The train with the Midlanders on board pulled out of the depot at 11.30, and the men on board were loudly cheered. She made seven or eight stops between Owen Sound and Toronto, and it took six and a quarter hours to make the journey. Great crowds were gathered at all the stations on the road. Orangeville, Shelburne, Markdale, Dundalk, Flesherton, Woodbridge, etc., were in their glory. The largest crowd at any of the stations was at Orangeville. At Parkdale there was a regular jam, but the height of the ovation was reached when the train slacked up at Union station. Lieut. Col. R. B. Denison, deputy adjutant of this military district; Brigade Major Milsome, His Worship Mayor Manning, Ald Saunders (chairman of the luncheon committee), City Clerk Blevins, Ald. Mitchell, Ald. John Woods, Ald. Sheppard, Walter Darling, George Mussen, John Armstrong and others were among those who managed to secure a place in the open space opposite the train, which the police managed with the greatest difficulty to keep clear. As the train slowed up every window in the cars was occupied by two or three heads, on which rested a miscellaneous array of coverings. A number of the boys wore what might be called a skull cap, made up of bagging, some had on broad-brimmed slouch hats, others Scotch caps, a couple of straw hats, and one or two with no hats at all. The uniforms were about as varied as the headgear. The men wore pants of various colors and make, and of their tunics, or at least those of them who had tunics left, it was not at all easy to distinguish the original color. However, the battered, hardy appearance of the heroes made the citizens more enthusiastic, the men shouted themselves hoarse and threw their hats in the air while the ladies twirled their spotless handkerchiefs in just the loveliest manner possible. Among the first to alight from the train was Major Henry R. Smith, who succeeded to the command of the Midland battalion after the death of the late Lieut. Col. A. T. H. Williams. Major Smith is a dashing young officer, and looks every inch of him a soldier. He is a son of the late Sir Henry Smith, of Kingston, and is an officer of the house of commons at Ottawa. The Midland battalion, as it was sent to the front, is a provisional corps, and is composed of companies from the 15th, 40th, 45th, 49th and 57th battalions. They are a real fine body of young fellows, and among their numbers are some of the bravest of Ontario's sons. The total strength of the battalion, as it reached the city yesterday, was 346 all told. There were 30 officers and 316 men. Both the officers and men were completely overwhelmed by the magnitude and enthusiasm of the reception they received. Some of them were nearly dumbfounded. The battalion was formed into companies beside the train and when they were ready to march they were headed by no less than four bands. First was the mounted band of the Governor-general's Body Guard, then the band of the Queen's Own Rifles, then the Royal Grenadiers, and just in front of the battalion was the regimental band, the Dominion Organ company's band of Bowmanville. The line of march was up York to King, down King to East Market street, to the Albion hotel, where a very excellent dinner, gotten up at the expense of the citizens' committee, was in waiting for them. The crowd along the gaily-decorated line of march was dense beyond comparison.

"What Say You to a Piece of Roast Beef and Mustard?"

Well, there is much to be said. The question being asked of the banqueter at the average boarding house, calls up reminiscences of close contiguity to the horns, and beefsteak three cuts south thereof. He, of course, will pass, unless it occurs to him that he needs a hinge for his trunk. Should there be any suffering, the effects of an indulgence in such sinuous fare, use McGregor's Speedy Cure, a sure and effectual remedy for Dyspepsia, Constipation and all affections of the stomach and liver. Sold by Wm. Richardson. TRIAL BOTTLES FREE.

To the Farmers.

Mr. Wm. Strain will have repairs for all Machines and implements manufactured by the North American Mfg. Co., London, at his hardware store, Flesherton.

I had for years been a miserable sufferer from Dyspepsia, and tried all known remedies and the best medical skill of my acquaintance, but still grew worse, until unable to eat anything without great suffering, or do any kind of work. I began to think there was no hope for me, and that I must surely die; when, like a drowning man catching at a straw, I determined to give McGregor's Speedy Cure a trial, I at once began to improve so rapidly that in two months I was as well as I had ever been in my life.—WM. EVERS LEAMINGTON. Sold by Wm. Richardson, Druggist. Free trial bottles.

—Subscribe for THE ADVANCE.

CATARRH CURED, health and sweet breath secured, by Shiloh's Catarrh Remedy. Price 50 cents. Nasal Injector free. Sold by D. S. Munro.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on 17th JULY, for the conveyance of Her Majesty's Mails, on a proposed Contract for Three Years and Eleven Months, six times per week each way, between FEVERSHAM AND FLESHERTON from the 1st August next.

The conveyance to be made in a vehicle or otherwise, via Maxwell.

The Mails to leave Feversham daily, Sundays excepted, at 7.00 a.m. and arrive at Flesherton at 10.30 a.m., or in time for despatch of mails by morning mail train passing north. To leave Flesherton daily, Sundays excepted, as soon as possible after arrival and receipt of mails by morning mail train from Toronto and arrive at Feversham within three hours and thirty minutes afterwards.

Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be obtained at the Post-Offices of Feversham, Maxwell and Flesherton.

DANIEL SPRY,
P. O. Inspector.

Post Office Inspector's Office.
Barrie, 26th May, 1885.

Auction Sale

—OF—

VALUBALE FARM!

—IN THE—

Township of Artemesia.

UNDER and by virtue of the power of sale in a certain Mortgage from William Burns to the Vendors, which will be produced at the time of sale, and on default of payment of the moneys thereby secured, there will be offered for sale by Public Auction at

Munshaw's Hotel, in the Village of Flesherton, on Friday, the 31st day of July, 1885, at 1 o'clock p.m.,

by A. S. VANDUSEN, auctioneer, Lots Numbers 119 and 120 in the First Concession S.-W. T. & S. Road, in the Township of Artemesia, containing 100 acres more or less, excepting part occupied by T. G. & B. Railway.

About 50 acres are said to be cleared and on the premises are said to be a Frame House and Barn: the lot is also in the best farming district of the Township.

TERMS:—10 per cent. at time of sale, 15 per cent. within one month thereafter and the balance to be secured by a mortgage of the premises for five years with interest at 7 per cent. yearly, or such other terms as may be arranged at time of sale.

For further particulars apply to W.J.Bellamy, Esq., Flesherton, or to

MOSS, FALCONBRIDGE & BARWICK,
Toronto.

July 9th, 1885.

Auction Sale Bills

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The undersigned is prepared to execute al orders entrusted to him for the erection of

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during the season of 1885. All material furnished if so desired. None but competent workmen employed. The satisfaction my work has given in the past is a guarantee for the future.

Apply to A. McLEOD.
Flesherton Station.

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"CLARENDON,"

Is standing at Little Mills for Service.

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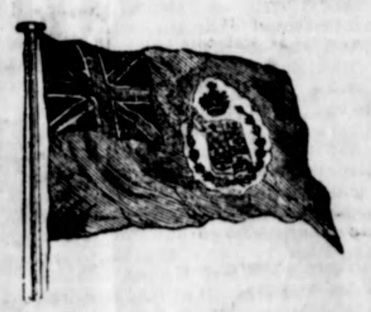

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