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—BY—

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FOR SALE cheap and on easy terms, one mile from Flesherton, 9½ acres land and on which is a good 7 rooms frame dwelling, well and comfortably finished stone celler underneath, and good well and pump in kitchen, good frame stable and driving house, also brick lined hen house, small orchard commencing to bear. Apply to R. J. SPROULE, Flesherton.

A DEAD BARGAIN if sold during present month. Two improved farms, one a mile from Priceville and the other same distance from Wareham. Small payment down, balance on VERY easy terms. Also a hundred and fifty acre farm and mill site one mile from Flesherton, principally hardwood bush, 25 acres cleared and frame dwelling and stable. Any person wanting a decided bargain apply quick to above.

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Carriages made and repaired, also Planing and Matching, Band Sawing, Wood Turning of every description. Planing and Grain Chopping done while you wait, for the Beaver turns the wheel.

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Sheepskins and all kinds of furs purchased, for which highest market price will be paid.

Homemade sausages on hand, also all kinds of meats.

M. WILSON,

Flesherton Meat Emporium

How to Make Bad Roads

There is an absurd idea gaining ground here and elsewhere that better roads would be advantageous, and that the present method of building and maintaining them are out of date. In every age and in every country there has been a class of agitators, disgruntled, dissatisfied, endeavoring to overthrow existing conditions. In Russia there are Nihilists, who rebel against the tyranny of the Cyar; Spain is at present disturbed by Cuban patriots; in Canada there are road reformers. The last mentioned are turbulent, obnoxious and aim at a state of anarchy.

Bad roads are in every way desirable. They kill time. Farmers have too much time hanging on their hands. They don't know what to do with it all. Time is money. Farmers have money, usually, that they can afford to kill time. They have time to burn. But they don't burn their money—just time.

We have enjoyed the benefits of bad roads so long that if they were converted into good roads we wouldn't know how to use them. Every farmer would be as uncomfortable as a Fiji Islander in a new suit of clothes and a fur overcoat. How they would perspire! In the meantime the horses perspire.

Bad roads kill horses and help to keep up the price. Good roads encourage fast driving, and would therefore encourage cruelty to horses. Fast driving is very immoral. With good roads every farmer's son would own a nice top buggy, and would be able to keep it clean long enough to drive into town; and they would want to spend half their time in town. Bad roads keep them at home. They have to "stick to the farm" because the farm sticks to them.

These are a few of the reasons why we want bad roads. But it does not complete the list by any means. There are many other matters respecting commerce, society and civilization, which we have not space to even suggest. Of course, if they have been applied, in principle, to other matters besides roads, we would still be without the printing press and steam railway. We would be without religious and educational institutions. There would be no progress, no civilization. The savages of Central Africa would send missionaries to us.

Still it is evident that we want bad roads. In making them the first point to observe is that water should be kept in the road as much as possible. Dig trenches along each side of the wagon track, but do not provide a fall, or outlets, to carry water out of the trenches, otherwise they will be drains. These trenches should hold water and permit it to soak into the roadbed, keeping it soft. If the surface of the road should by any means get dry, the tires of the vehicles will easily break through the crust and sink into the soft foundation.

The dirt from these trenches, composed of sod and clay, should be thrown into the centre of the road, so as to secure a good depth of mud. By keeping the roadway flat on the surface there will be little danger of aiding drainage to any extent by the greater height of the centre. The sod, too, will decay, and is excellent to keep the road in a muddy condition.

If gravel must be used on the road choose a quality containing plenty of sand and clay. This will retain moisture and will yield easily under the traffic in wet weather. There should be plenty of big stones to roll around under the feet of the horses and the wheels of the vehicles. A rotten culvert, standing a foot or so above the road is almost necessary for making a bad road in its ideal state. They break the monotony, carriages and horse legs.

A road-grader is a good thing with which to make bad roads, although in the hands of an unscrupulous person it may also be employed in making good roads. Care should be taken to choose an operator who doesn't know how to make a good road, and the chances are that he will be successful in producing a bad one. Do not keep one man constantly employed on it, but pass it around for everyone and anyone to try their hand on. It is just like a plow in this respect. Do not get an experienced man in the first instance, and see that no one gets any experience. When using it on a gravel road always turn the dirt and sod from the shoulders of the road, and the ditches into the centre of the road. If gravel can be covered by this means let the maker of bad roads wear a blissful smile. He has crowned his efforts with success. If the gravel road was previously good it will be ruined by this treatment.

Use narrow tires. Wide tires have a tendency to keep the surface smooth. Narrow tires cut into the road and are harder for the horses to pull, but the man who has the interest of bad roads truly at heart must not hesitate. Besides the horses have to do the pulling. The driver can sit on top of the load and smoke. What use are good roads anyway? We must have time to smoke.

If these few principles are carefully followed out our roads will remain pretty much as they are at present for a number of years.—Municipal World.

Mis Lily Clugston of St. Vincent was thrown out of a cart and was picked up unconscious. The young lady was severely injured about the head.

On Tuesday morning last, between 2 and 3 o'clock, the large frame barn and stables belonging to Mr. Isaac Hutter, near orchardville, were struck by lightning and completely destroyed, together with the contents, which consisred of about thirteen tons of hay and a quantity of fall wheat. The loss is partly covered by insurance.—Chronicle.

During the heavy rains of Tuesday morning the barns and outbuildings of Mr. Alex. McGowan, of Ravenna, were struck with lightning and were totally destroyed. Nearly all the implements were destroyed, together with a large quantity of grain and between two and three tons of chopped stuff. Mr. McGowan's crop of fall wheat had been gathered and housed the preceding night and was also destroyed.—Enterprise.

Hand grenades, the simplest form of fire extinguisher, can be made at home cheaply and easily. And it is well to have at hand a simple contrivance for extinguishing a small fire at its start. Take twenty pounds of common salt and ten pounds of sal ammoniac (nitrate of ammonia, to be had of any druggist), and dissolve in seven gallons of water. Procure quart bottles of thin glass, such as are ordinarily used by druggists, and fill with this, corking tightly and sealing, to prevent evaporation. In case of fire throw so as to break in or near the flame. If the fire is in such a place as to prevent the bottle from breaking, as in wool or cotton, knock off the neck and scatter the contents. The breaking of the bottle liberates a certain amount of gas, and the heat of the fire generates more, thus working its own destruction.

Time Table

GOING SOUTH.

Markdale—7 35 a. m.	4.40 p. m.
Flesherton—7.48 a. m.	4.52 p. m.

GOING NORTH.

Flesherton—12.07 p. m.	9.18 p m.
Markdale—12.20 p. m.	9.30 p. m.

The Markets.

Carefully Corrected Each Week

Flour	$3 80	to	$5 20
Oats	18	to	20
Wheat	80	to	85
Barley	20	to	30
Peas	37	to	37
Butter	10	to	11
Eggs, fresh	9	to	9
Potatoes bag	25	to	25
Pork	4 00	to	4 75
Hay per ton	7 00	to	8 00
Hides	4 00	to	5 00
Sheepskins	25	to	50
Geese	5	to	6
Turkeys	7	to	7
Chickens per pair	20	to	25
Ducks per pair	40	to	50
Wool	17	to	20

FOR SALE

A quantity of shingles for sale at my mill, lot 38, con. 8, Artemesia. Also shingles cut on shares, would exchange a span of horses for shingle timber.

J. HICKLING, Maxwell P. O.

Farm for Sale

Farm for sale chea p. 91 acres, well watered 2½ miles east of this village, known as the Fenwick farm. Apply to

M. Richardson, assignee

Farm and Mill Site for Sale

For sale very cheap and on very easy terms. Timber farm, 150 acres, two miles from Flesherton, known as the Wm. Hogg sawmill property, and on which is an excellent water power, foundation of saw mill, dam and pond and water wheel in place and all ready for putting mill on. About 15 acres cleared, 30 acres timber, most off, balance well timbered, mixed timber. This farm will be sold at a bargain if sold at once. Small payment down, balance on very easy terms. Apply to

R. J. SPROULE,
Flesherton, Ont

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FLESHERTON P O

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T CHISLETT
Flesherton Station
Postmaster, Commissioner in H C J, Conveyancer. Deeds, mortgages, leases and wills drawn. Money to lend at 5½ per cent and upwards. Debts collected. Charges moderate.

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Societies

A O U W meets every first and third Monday in each month, in their lodge room, Strain's block, Flesherton, at 8 p m. Price Teeter, W M; A M Gibson, Recorder; W J Bellamy, Financier. Visiting brethren invited.

PRINCE ARTHTR LODGE, No 333, A F & A M, meets in the Masonic hall, Strain's block, Flesherton, every Friday on or before the full moon. R McGill, W M; W J Bellamy, Secretary.

Dentistry

J P MARSHALL
M D S, D D S L D S,
Visits Flesherton the 1st and 3rd Friday of each month.

L G CAMPBELL
L D S, D D S, Dental Surgeon, Markdale
Office over McCullough & Young's bank. Hours—8.30 a m to 6 p m. Visits Flesherton the second and fourth Thursday of each month. Office at Munshaw's hotel.

T HENDERSON
D D S, M D S, Dentist of Toronto
(Gold Medalist) will visit Flesherton professionally the first Wednesday of each mont and Dundalk the following day (Thursday.)

Legal

JOHN W FROST, L L B
Barrister, Solicitor, Conveyancer, etc
Office—Next to postoffice, Sproule's block, Flesherton, every Saturday and court days. N B—Owen Sound office, Frost's block, 30 Poulett street east.

LUCAS & WRIGHT
Barristers, Solicitors, Conveyancers, etc
Owen Sound, Ont — Markdale, Ont
W H WRIGHT — I B LUCAS
N B—Flesherton office, Mitchell's Bank, every Wednesday.

TUCKER & PATTERSON
Barristers, Solicitors, etc
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HARRY G TUCKER — GEO W PATTERSON

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A G MACKAY, M A — W J HATTON
County Crown Attorney

Medical

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M D C M, M C P & S Ont, Priceville.
Office next door to Brown's store; residence opposite at the old post office, residence of late Alex Brown. Office days—Tuesdays and Saturdays.

DR CARTER
M C P & S Ont, Physician, Surgeon, etc
Flesherton office—Strain's block. Residence—Munshaw's Hotel.

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J P OTTEWELL
Veterinary Surgeon
Graduate of Ontario Veterinary College. Residence—Second door south on west side Mary street. This streets runs south from Presbyterian church.

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Durham stage leaves Flesherton Station at 7.15 a.m., returns 4.45 p.m. Priceville stage leaves the same place at 12.30, returning at 4.45. Fare to Priceville and return, 50 cents; Durham, $1.50 for return, 75c. single fare. Livery in connection. Orders may be left at either hotel.

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