THE
Flesherton Advance

An independent newspaper, published every Thursday at the office, Collingwood Street, Flesherton. Subscription price $1 per annum, when paid in advance ;$1.50 when not so paid Advertising rates on application. Circulation 1,100 weekly.

W H. Thurston- Editor

Flesherton Methodist Church

Rev. James Dudgeon, pastor.

Sunday Services 11 a. m. and 7 p. m.

Thursday, 8 p. m. Prayer Meeting.

Friday at 7.30 p. m., choir practice. Those desirous of joining the choir will please meet Miss Plewis at this hour at the church.

Sunday, 10.30 a. m. Class Meeting.

Pastor will preach at both services next Sabbath.

Flesherton Baptist Church

R. C. Kerr, Pastor.

Bible study at Mr. Kennedy's, Ceylon, Thursday evening this week.

Sunday School 10 a . m., Service at 11 a. m.

Subject for Sunday "The Heavenly Vision."

A RECORD RUN

J. S. C. In Toronto Star.

There is no official report of it among the roundhouse papers of the old Toronto, Grey, and Bruce Railway. but it is said that the little English-built, bell top Mono made the fastest trip recorded or unrecorded between Toronto and Owen Sound.

No engine driver alive to-day would ever attempt to cover the distance, 122 miles in less than three hours with one of the heavy locomotives now used on the line. If he did attempt it, he and his engine would probably throw themselves from one of the curves on this line of extraordinary curvature into the ditch. But the Mono, with her little driving wheels, gripped the old narrow gauge, tore up and down the grades, and "took" the curves, and made a journey that the older railroad men of Ontario talk about to this day.

Now, this story is probably true. I think it is, because an old T., G. and B. man told it, and I am going to repeat, partly in his own words, what he says happened on that record smashing run.

"It was in August, 1876," said the old driver, as he shoved his cap back, and scratched his head, reminiscently, 'that the superintendent came hurrying over to the roundhouse and said, "Davy, we have got to get these freight records through to Owen Sound by four o'clock. The Africa, (I think that was the vessel he named) sails at four. and she has got to have these papers, or there is going to be a mix-up that the freight department can't straighten out in a century."

"All right, sir," said Davy. "I'm wooded up and she's carrying 180. If I can get through to Shelburne without wooding-up we'll make it."

In the picturesque language of the "road," the old engineer went on to tell how David climbed into the cab, caught the bundle of manifests tossed to him by the superintendent, opened the throttle, and started the greatest race against time in the history of the division. Little by little the engineer opened the throttle wider, and with each motion the Mono leaped ahead with a new speed impulse. As she tore along across the fields and through the forest cuttings, the engine rocked from side to side, threatening every second to throw herself from the forty-pound rails. The engineer's face became tense and white as he fixed his eyes on the track ahead. Farmers stood in the fields in open-mouthed amazement, for the locomotive and its driver looked like wild things bent on self-destruction. Near Woodbridge the Mono dashed over the high wooden trestle with a clang and rumble of metal that could be heard for miles.

Like a dart she sped to the foot of Caledon mountain, and commenced her labored climb up the grade. Gathering speed, and with exhaust spitting fitfully, she hit the horseshoe curve, and, as the old engineer said quaintly, "Went around it on two wheels." The run down the slope to Caledon and Orangeville was daring beyond credence. It was the supreme test of courage for a locomotive driver with a duty to perform. The snapping of a piston rod or the loosening of a bolt meant destruction and death. The driver had supreme confidence in the Mono, and as for himself he never gave a thought. North of Orangeville another nasty grade was climbed, but the engine was steaming splendidly, and they pulled up to the woodpile at Shelburne on time. A dozen men were waiting to load the tender with selected, well-dried maple. David, the engineer, and the fireman climbed back into the cab, and waved good-bye. The cheers that came back to them were scarcely audible, because of the noise of the exhaust.

The Mono, was under way again. David glanced at his watch. It was 2 30 p. m., but the worst half of the road had been covered. He had ninety minutes to make sixty miles and he believed he could do it. The fireman stripped to the waist, was wet with perspiration, but his eyes danced with the spirit of the race. Rail fences, poles, and patches of forest flashed by, and some of the curves were swung with a momentum that almost threw the driver from his seat. Men and women, working in the fields, waved their hands and shouted. Cattle and horses, with animal terror in their eyes, ran fast to escape the mysterious monster. At last the engine rose over the crest of the long, straight down grade that runs through Markdale. The station agent shoved back some people who had gathered on the platform, just in time, for the Mono hurled herself through the place, some people declared, at seventy miles an hour. The suction might have drawn the people on the platform under the wheels. Holland Centre and Chatsworth, little hamlets in 1876, were passed so quickly that only the clatter of the switch points indicated the astonishing progress. The engineer glanced at his watch as St. Vincent crossing flicked past. The time was 3.40 p.m., and he had twenty minutes to cover less than five miles.

Since that day no locomotive has sped down the grade at Murray's Cut with such reckless speed. Even the engineer began to feel a thrill of uncertainty. Could he stop the engine before he reached the end of steel? Four hundred yards ahead was Boyd's wharf and a hundred yards beyond that was the end of the line. Slowly David shoved over the throttle. With the instinct of the trained engineer, he was conscious of a slight response, and it gave him confidence. Again the throttle moved and again speed slackened. Then he threw "her" right over. The fireman rang the bell vigorously and great clouds of escaping steam almost enveloped the Mono as she came to a standstill at her destination, with a record that may never again be equalled on the division. The engineer looked at his watch. It was 3 48 p.m., and the distance—122 miles—had been covered in two hours and forty-eight minutes. Out at the end of the wharf the steamer Africa was waiting. The purser with a bundle of manifests hurried aboard, the lines were cast off, the captain sounded the engine room bells, and she sailed for the north ON TIME.

Linley-Priestley

At St Mary's church, Maxwell, March 4, Miss Tena Priestly to Mr. Harry Linley, by the Rev. N. Williams. Miss Lillie Priestly was bridesmaid, while Mr. Will Linley did duties as best man. Heartiest congratulations are extended the young couple. Mr. and Mrs. Linley left last meek for their home near Vanguard. Sask.

Cairns---Wilcock

The marriage of Miss Allie Wilcock, daughter of Mr. and Mrs. Wm. Wilcock, and Mr. George Cairns, eldest son of Mr. and Mrs. Frank Cairns, was solemnized on Wednesday last, March 25, at the home of the bride's parents, in the presence of about forty guests. Rev. James Dudgeon officiated. Miss Pearl Cairns, sister of the groom, played the wedding march. The bride, who was gowned in white, carried the customary bridal bouquet. After the wedding dinner the young couple left on the afternoon train, amid showers of rice, confetti, good wishes and rain, to visit friends in Alliston and Toronto. The bride travelled in a navy blue suit with blue and tango hat. The numerous and beautiful gifts received show how highly the young couple were esteemed. On their return they will reside on the old Wright farm on the west back line, which the groom recently purchased. The Advance joins their host of friends in wishing them bon voyage.

Rabies in Arthur

The dogs in the township of Arthur, Wellington county, are said to be under quarantine, owing to the outbreak of rabies. Three dogs have already been destroyed. It would appear that the trouble began with a dog fight which happened two weeks ago. The other day one of these dogs began biting indiscriminately. It was tied to a waggon, but as it still continued to bite even the waggon, it was killed. The Provincial analyst, Mr. Amyot, to whom the head of the dog was sent, declared that the dog was suffering from rabies. A proclamtion was at once issued ordering all dogs to be kept tied up, as it is thought other dogs have been bitten.

The statement in the Legislature by Hon. W. J. Hanna, Provincial Secretary, that the Govt. would enforce the Canada Temperance Act, and the appropriation in the estimates of $5,000 for that purpose will likely lead to many county votes being taken this fall on the C.T.A. or what is popularly called the Scott Act. A campaign for Bruce and Grey on the same date will likely be launched shortly. Some who opposed local option in Chesley have signified their intention of voting to make the open bar illegal throughout this county.—Chesley Enterprise

NOTICE TO STALLION OWNERS

Extracts From the Ontario Stallion Act

No person shall stand, travel or offer for use any stallion unless and until the name, description and pedigree of such stallion has been enrolled and a certificate of such enrollment procured as hereinafter provided.

For the purposes of enrollment the owner of every stallion shall submit to the Board all evidence of the breeding and ownership of such stallion, and upon receipt of same and payment of the fee, the Board shall issue a certificate accordingly. Fee $2.00.

All certificates of enrollment shall be renewed annually in accordance with the regulations and upon the payment of the fee hereinafter provided. Fee, $1.00.

In addition, if desired by the owner, any stallion may be inspected as hereprovided, in which case the report of such inspection shall form a part of the record of enrollment. Fee $5.00.

Every stallion shall be enrolled in the name of the owner at the time of the enrollment, and in case of a change in ownership the enrollment shall be deemed to be cancelled unless within thirty days thereafter evidence of the change of ownership satisfactory to the Board has been furnished to the Board, in which case a transfer certificate shall be issued by the Board. Fee $1.00.

When a stallion has reached the age of eight years the first inspection thereafter shall be the final inspection and the enrollment made on the report of such final inspection shall continue to form part of the enrollment and a certificate shall be granted in accordance therewith on each subsequent renewal of such enrollment. The Inspection is good for two years for all horses less than eight years of age.

The certificate of enrollment of any stallion shall form a prominent part of any newspaper or other printed advertisement issued to advertise such stallion.

Every poster issued shall contain a copy of the certificate of enrollment printed in bold face and conspicuous type and shall not contain any illustrations, pedigree or other matter which is untruthful or misleading.

Every person who is guilty of a contravention or any of the provisions of this Act shall incur a penalty of not more than $100 nor less than $25, recoverable under The Ontario Summary Conviction Act.

Each owner of a stallion shall transmit to the Secretary of the Board a copy of every poster or other advertisement issued or used for the purpose of advertising such stallion forthwith after the issue thereof. In default of compliance with this regulation, the Board may cancel any certificate issued for such stallion.

As the Enrollment Board are arranging for the rigid enforcement of the Act this present year, they would therefore request all stallion owners to comply promptly with provisions of the Act, as advertising a horse which is not enrolled is a contravention of the law, and therefore all owners wishing to have bills printed should enroll at once.

Address all communications to,

—R. W. Wade, Secretary,

Parliament Bldgs., Toronto.

Walter Duff's little girl Dorothy was on her way to school on Thursday morning when she was attacked by a vicious dog owned by W. T. Crawley, Websterville, which was following his rig. The child was knocked down and severely bitten in a dozen or more places on the face and arm, and the ferocious brute did not desist in its attack until Mrs. Crawley got out of the cutter and drove it off. Dr. Smith dressed the wounds of the child and ordered the dog chained up for fourteen days to see if rabies develope, before it is despatched. The government should take stringent measures to rid the country of about nine out of every ten dogs that at present exist in the province. —Creemore Star.

A new text-book has been issued by the Ontario Education Department. It is a book on manners. The name of the author is kept secret. Probably it is just as well—for him. The book is not to be placed in the hands of pupils individually —not yet, at any rate—but is recommended for use in school libraries. It will thus be used as a book of reference. Its contents are certain to arouse comment and a certain amount of controversy. It is easier to lay down the principals that should govern our manners than to formulate the rules for carrying them out. Rules are often useful in order to illustrate the principles, but carried to excess they become an intolerable burden. Our Ontario youth are not too conspicuous for good manners and a little more attention to the subject in our schools will do no harm.—Mt. Forest Confederate.

CAME ASTRAY

Came to the premises of the undersigned, lot 3, con. 10, Osprey, off and on for some months, one two-year-old heifer. The owner is requested to prove property, pay expenses and take it away.

—Wm. Smith, Eugenia p.o. R.R. No. 1

F. H. W. HICKLING
FLESHERTON ONTARIO.

Smart Millinery We are showing a wide range of truly shining new models. Tastefully trimmed with rich materials. Ribbons and mounts. Some of the shapes are Tagel, Chip, French Braid, Silk and Ratine straw in every new color. The hats we offer are up-to-date, smart and becoming, but not exaggerated or extreme. Look over our shapes and see if you don't agree with us. Our prices are moderate. Miss E. Long in charge of the show room.

New wash Goods Our selection this year is better than ever, in Prints, Ginghams, Chambrays, Zephyrs, Fancy Crepes. Rice cloths, Ratines, plain and fancy. Cotton Voiles and Marquisettes. All the new colors are represented. Prices from 12½c. to 50c. a yard.

House Furnishings New Rugs and Squares, Linoleums and Oilcloths, Window Shades, Poles, Jap Mattings, Mats, Lace Curtains, Bungalow Nets, Art Muslins, Scrims, Cretonnes, Sateens.

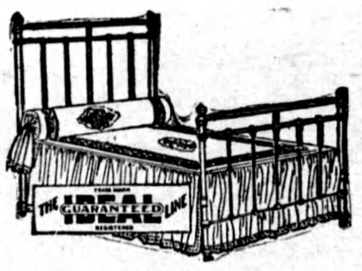
New Wall paper—Paints—Brushes
Jellstone—Alabastine—Floor Paints
All ready for House Cleaning Time
Everything Reasonably Priced

HIGHEST PRICES PAID FOR BUTTER AND EGGS

BULL FOR SERVICE

The thoroughbred shorthorn bull Field Marshall — 90691 — will be for service on lot 176, T. S. R. Artemesia. Terms—$1.

Aug JAS. STINSON, Prop.



Do You Ever Sleep?

If you do you will be wise to pay attention.

I am at the present time making a Specialty of Iron Beds. The original of the picture given at the head of this advertisement will only cost you

$5.00 5.00 $5.00

Get something nice and comfortable on which to lay your weary head. Of course we have other beds at other prices, all equally low in price—Sanitary Beds such as everybody wants. Springs and Mattresses to fit all beds. Examine our stock anyway, before purchasing your sleep inducers.

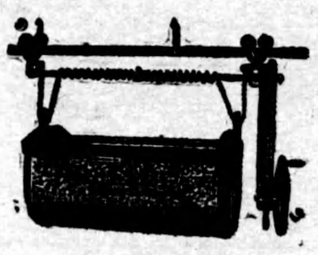
W. H. BUNT
FLESHERTON, ONT.

"Looking back I see I never saw before."
This is the exclamation of satisfied customers.
We have fitted successfully stubborn cases that others have failed in.
Satisfaction guaranteed.
Consultation free.

W. A. Armstrong.

Winter Term from January 5th at
COLLINGWOOD BUSINESS COLLEGE
Attend this big, Successful School of business training and let us help you into something worth while. Free catalogue on request. Enter any time.
T. E. Hawkins, - Principal
Collingwood, Ontario.

B. T. Stands for Best.



Beattie Litter Carrier
Beattie Feed Carrier
Beattie Hay Carrier
Beattie slings forks and track
Beattie steel stalks & stanchions
Beattie drinking bowls
Beattie pumps and churns

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Ceylon.

R. J. COLQUETTE
Feversham, Ont.

Agent for the Cockshutt Plow Cos
Full Line of Farm Implements.

Wagons, Buggies, Cutters, Sleighs, and Gasoline Engines, Melotte Cream Separators, Baker Wind Mills, Pumps, Piping and Pipe Fittings always on hand. Beatty Bros'. of Fergus, Barn Tracks, Litter Carriers and stable fittings. Cockshutt and Frost & Wood Repairs always on hand.

Wareroom—Wellington Street.

Feversham, — Ontario.

Good Salesman Wanted !

For every town and district where we are not represented.

Fruits are bringing high prices, and Nursery Stock is in demand.

Make big money this Fall and Winter by taking an agency.

Experience not necessary. Free equipment. Exclusive territory. Highest Commissions paid.

Write for full particulars.

Stone & Wellington
Fonthill Nurseries
TORONTO, - - ONT
1March 14

Tamworths for Sale

Both sex nearly ready for breeding. Prices right for quick sale.
GEO. W. ROSS, Maxwell P. O

Dr. J. Ralph Smith
OSTEOPATH

Office and Residence—468, 9th St. East, Owen Sound, Ont.

Hours—9 to 12 a.m., 1.30 to 4.30 p.m. to 8 p.m. Other hours by appointment.

Bull for Service

Thoroughbred American bred Hereford bull for service on lot 151, 2nd. W. T. and S. R., Artemesia. Terms $1.00 cash.

—JOHN ADAMS, Prop.

CANADIAN PACIFIC

WINTER TOURS
—TO—
California and the South
Return Tickets At low Fares
THE "LOGICAL ROUTE" TO
WESTERN CANADA
FOR WINNIPEG AND VANCOUVER
Leave Toronto 10.20 p.m. daily

Compartment Libray Observation Car, Standard Sleeping Cars, Tourist Sleeping Cars, Dining Car, First Class Coaches and Colonist Cars.

Particulars regarding RAIL or OCEAN tickets from any Canadian Pacific Agent or write.

M. G. Murphy, D.P.A., C.P.Ry., Toronto.

S. RAND, AGENT CEYLON.

HEREFORD BULL FOR SERVICE

The undersigned have a pure bred Hereford bull for service on lot 171, 3rd W.T.S.R., Artemesia.

Terms—$3 for pure breds, $1.50 for grades. All cows served must be paid for. —T. & J. WATSON.

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