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**C. O. C. F. NO. 399.**  
 Markdale Canadian Order of Friends No. 399 meets fourth in the month at 8 o'clock. C. W. Rutledge, Councillor; R. W. Ennis, Secy.

**MARKDALE I. O. F.**  
 No. 991.  
 in Ennis' Hall the third in the month at 8 o'clock. It from brethren of other lodges solicited. Assessments to be paid to the Financial Secretary, Frank Graham, on or the last day of the month. Waite, C. R.; F. Graham, Secy.

**MARKDALE LODGE NO. 141.**  
 A. O. U. W.  
 in Mathews' hall at 8 o'clock the first and third Monday in the month. Has 99 members. A number of other lodges solicited. Ford, Sr., Master; C. W. Waite, Recorder.

**GREEN LODGE NO. 327.**  
 I. O. O. F.  
 every Friday at 7:30 p.m. in hall, Sarjeant's block. Visiting brethren always welcome. Davis, N. G.; R. W. Ennis, Secy.; John Chapman, Fin. Secy.

**DENTISTRY.**  
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4 only Ladies' Near Seal Combination Trim Sable or Norwegian Mink Collar and Reverses, satin lined and guaranteed perfect skins, regular value \$50.00, while they last your choice sizes 34, 36 and 38 for \$35.00.

## \$6 Grey Lamb Gauntlets \$2.50

5 pair only best quality Dark & Medium Grey Lamb Gauntlets, sold in reg. way at \$5.00 and \$6.00 pair, your choice per pair \$2.50.

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We have an immense range of Men's Fur Coats to select from and at all prices to suit all purses:  
 Dogskin Coats at \$19.00 to \$25.00.  
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Our showing of Ladies' Fur Sets, Ruffs, Muffs, Stoles, etc., are at the best and we've never had a more handsome display of these various Furs, and all of the new styles and the prices range so that you are sure to find just what you want here and at the right price too.

Wish we could tell you all about the new things we are receiving daily for the different departments of this big store.  
 We invite you to come in and see for yourself. No trouble to show goods.



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9 only Black Cheviot Mantles cording and strapping, box back and some are semi-fit, regular price \$6.50 to \$8.50 on sale at one price \$3.98

## \$10.50 Mantles \$5.90

11 only Ladies' medium and dark fancy Tweed Mantles, semi and box back styles, some black braid trimmings, and others self-straping. Sizes 34 to 40 only. Regular prices early in season \$9.00, \$9.50, \$10 and \$10.50, all reduced to one price \$5.90



# McFARLAND & COMPANY

MARKDALE

## IMPRESSIONS OF WESTERN CANADA

Eight Trips to the West the Rocks and Rail Fences of Grey County Still Look Good to Him.—Interesting Letter from Dr. L. G. Campbell On His Recent Trip.

Markdale, Nov. 25, 1909.  
 Standard.

Dear Sir—In response to your request for a report on our western business as they impressed themselves upon my mind during my recent trip, I do not think I can say very much that might be considered as an interesting news item to the majority of your readers. That the west is uninteresting, that I failed to observe anything worthy of notice, but rather that Ontario is kept so constantly with western affairs by means of the press and cheap expositions that we really know the west better than our own province. I am sure to say that there are more people in the County of Grey than there have been west of the great lakes than those who have ever seen east of Toronto. The daily papers and the illustrated and literary productions of advertising agents keep those of us who stay-at-homes fully up-to-date on some of the more enterprising things that are going on in the west of the times. Your western news is above all other things an advertisement and a booster. From the back of the lakes right through to the coast he is always in evidence. He has nothing to sell, which is why he knows where you can get into something on the ground for a little below. This business which is pointed out to you has changed hands several times recently and always at an advance of many thousands dollars. On the other hand here is a piece of property that can be bought right and sold to increase in value. Of these there are a few of these good things that go wrong, but they seldom hear of them. The west really begins at Port Arthur and Fort William. The difference between east and west is hard to describe. It is not a difference of many parallels of longitude. It is in the air, in the conversation, the ways and habits of people, the methods of business and the values of money. We used to think of Port Arthur and Fort William as Ontario towns. In reality they are more western than the very latest grown-over-night

town of the prairies. Western traffic has made these two cities what they are to-day. They take toll of every bushel of grain shipped eastward out of the prairie provinces. The 7,500,000 bushel elevator at Port Arthur, for some time, the largest on the continent, will look small beside the new 20,000,000 bushel affair at Fort William. What with their situation, their water-powers, elevators, mills, smelter, brick yards, iron works and other industries, and the fact that they are divisional points for our three transcontinental lines of railway, the future of these cities looks very bright. Winnipeg, twelve hours westward, is of course, the solid town of the west. When I first saw it twelve years ago the Winnipeg boasted of a thirty-five thousand population. This year they put it at one hundred and twenty-five thousand. What Toronto is to Ontario, Winnipeg is to these prairie provinces. Her retail and wholesale business section compares more than favorably with Toronto or Montreal. The wonderful development of the West with its ever increasing mileage of railways to add to its prosperity. Values are very high in the heart of the city and especially in the neighborhood of Portage Avenue, towards which is the trend of business. Real estate in the suburbs is not changing hands as it did a few years ago. There is a feeling that outside property is being held too high for speculation. Throughout Manitoba the harvest has been bountiful and the grain is grading well, owing to the absence of frost. The same may also be said of Saskatchewan and Alberta. As for weather it has been almost perfect. Prices are good and the farmer is happy. In the earlier settled parts of Manitoba the smaller towns and villages do not as a rule impress me very favorably. Built for the most part in a hurry with a one-sided business street facing the railway station and with the majority of the buildings a cheap wood frame construction, they age very rapidly. Compared with our

average Ontario towns, they are cheerless and colorless. Each year the advance of railway construction brings the farmer nearer to market. Incidentally it cuts down the territory upon which the town is dependant. A glance at the map will show that Manitoba has now a greater railway mileage proportionately than Ontario. Twenty-nine years ago it had Red River carts. Yet with all this wonderful progress it still looks to the east for manufactured articles of every description. Naturally, therefore, the towns to advance have been railway centres or distributing points. Portage la Prairie and Brandon are examples. They were good healthy towns in the centre of two exceptionally good agricultural districts. That entitled them to just hold their own for years. In fact they were beginning to doze a little when they found themselves in the development plans of the railways. It is four years since I last saw them. They have awakened up. Brandon especially is having a boom. It claims to have doubled its population in five years and its citizens are talking seriously of street railways. Smaller sub-centres advance in proportion, but on the whole Manitoba impresses one as having settled comfortably down to a realization of the idea that she has only one mission and that is the producing of so many million bushels of wheat.

Saskatchewan and Alberta are, of course, largely grain growing provinces, but except along the old beaten trails they are yet in the development period. Land companies and speculators are holding large blocks of land unoccupied and unimproved. This will continue while the free homestead land is available. Prices of prairie land have about doubled in four years. The homesteader in search of free land has now to travel a long distance from the railway in order to get a holding. I camped this fall with people who were four or five days back from civilization. They have to endure all kinds of discomforts, but are cheerfully gambling on the prospect of a railway reaching them by the time they will have grain to sell. It is easy to read about the hardships of pioneer life two thousand miles away. It is quite another thing to endure them at close range. I recall the stories my grandfather used to tell of the trials of the early settlers in the backwoods of Ontario. He was Irish and probably painted those experiences full size. For real downright discomfort, however, the homesteader on the bald, dry

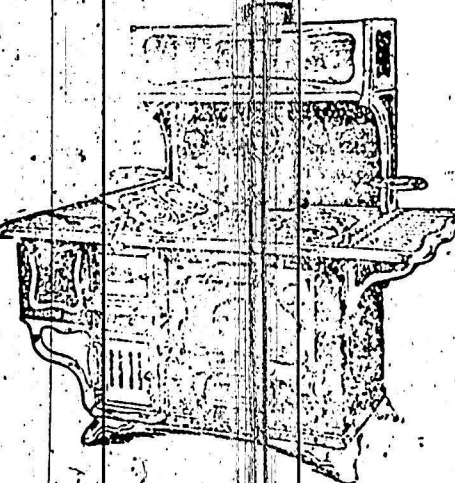
prairie takes first money. Of course when that railway comes within easy hauling distance, as it will, your homesteader becomes the one to be envied, even if the railway station be not located on the corner of his farm, as he had expected. If you had asked for an account of my trip, instead of for impressions gained therefrom, a place might have been found for re-counting some of the trials of the way-back homesteaders with whom I came in touch. Let it suffice then to say that, from the viewpoint of a week in contact with them they are on the whole the pluckiest lot of people imaginable, with heaps of faith in the country and deserving of a big share of prosperity. If there is any truth in the contentions of economists change in the United States within fifty years will not be able to feed her increased population, there can be no doubt as to the stability of values of agricultural land in our own Canadian west. Among other things, the influx of settlers from over the border is particularly noticeable. This applies to Saskatchewan and Alberta. Manitoba was settled earlier by our own people before the supply of cheap land across the line gave out. The cities of Regina, Saskatoon, Edmonton and Calgary are becoming more important as centres for these two great provinces. All are growing by leaps and bounds. The location of the seats of Government in Regina and Edmonton gives those cities quite a prestige. The spirit of rivalry, which exists between the cities of the provinces goes hand in hand with the rivalry between the provinces themselves. Each wants to be IT. Especially is this true as regards Calgary and Edmonton, centage increase in population and the former has to my mind a

little the better of it to-day, but I fancy that the future will find Edmonton second only to Winnipeg. Both Calgary and Edmonton have their municipal street railways, with first class cars and a very fair service. Municipal and provincial telephone systems are doing wonders for the country. Edmonton has an automatic telephone system that appears to be giving satisfaction. No bother with central and no listening. Rural lines are being run in all directions. In fact what one notices fully as much as the new lines of railway and the new areas under cultivation is the marvellous development of the telephone systems. The raising of winter wheat in the dry belt. It seems only as yesterday that the great tract of country from Moose-jaw to the mountains and southward to the international boundary was considered unfit for anything save the grazing of live stock. The cattleman in the hope of saving his range, preached this doctrine unceasingly. The storm of immigration, however, has proved too strong for him and he has had to make way for Alberta Red and the barb wire fence. Irrigation projects are being developed, which will add greatly to the productivity of this great district. The railway Canadian Pacific and the Southern Alberta systems have already assumed commercial proportions. The former will develop a country tributary to Calgary. The latter is spreading over the plains to the south and east of the Belly river, which exists between the booming centre of this southern district and claims with some show of reason to take precedence over any of the other cities of the province in the per-centage increase in population and in building operations.

Take it any way you will our Middle West is a great country. With its great area and production it will furnish homes for many millions of people. As yet the big idea is the making of money. Development of resources and increase of values have been so enormous that the western people have had little or no time to think of anything else. It seems hard to believe, but a fact never-theless, that there are numbers of lots in the large cities each of which would sell for more money to-day than the purchase price of the entire North West when it was bought by the Hudson's Bay Company from the Hudson's Bay Company just forty years ago. With the passing of the years, however, conditions will change and life will become more balanced and many sided as in the East. There is little or no excuse for a man in any honest calling not making a fair livelihood in any part of Canada. If the making of money be his chief or only consideration, and he is fairly well equipped with pluck and a determination to win out, he should say that his golden opportunity lies in the West. On the other hand to the man whose idea of life is more than the adding of dollar to dollar and acre to acre, who enjoys associations of refinement, culture and comfort, Ontario offers the better, broader, happier life, the more contented existence. Perhaps I have lived too long in the land of mill and date, of orchard, woodland and running stream. Perhaps my judgment is biased, or it may be that my temperament is at fault. At all events, after eight trips to the prairie country, the rocks and rail fences of the old country of Grey still look proof to me.  
 I. G. Campbell

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