

New Advertisements.

The Liberal.

RICHMOND HILL, August 10, 1899

NOT EMPTY WORDS ALONE.

Both Houses of Parliament have passed resolutions of sympathy with their fellow subjects resident in the Transvaal who are struggling for constitutional rights against the unreasoning petty tyranny of the half civilized Boers. The incidents attending the passage of these resolutions were significant of the genuine feeling which instigated their introduction, for not only were the speeches unanimous and enthusiastic, but the vote was accompanied by such cheers and excitement as are only occasionally witnessed in Parliament, together with the singing of the National Anthem in a spirit of fervid loyalty. Canada has special reason for a sympathetic interest in the struggle, for she has had race difficulties of her own to overcome, and the best that could be desired for our brethren who are to-day the victims of Oom Paul's short-sighted folly, is that they may quickly find as complete and satisfactory a solution of the trouble as has brought peace and contentment and prosperity to the Dominion. Nor is her sympathy of the lips only. Canada has time and time again shown her practical loyalty to the Empire, and should the occasion arise once more—though there is excellent reason to hope it will not in the present instance—she will again be found where she is most needed. The tone of British newspaper comments upon the incident shows that this fact is fully appreciated in the Old Lands.

The Metropolitan.

To The Editor of THE LIBERAL:
DEAR SIR,—With your permission I would like to say a few words regarding the very convenient line of electric cars which run from Toronto to Richmond Hill, and which will probably be running further before very long. Now, while I with others enjoy a trip on these cars, I am astonished at the want of proper regard to the safety of the passengers. It is very often "catch who can." I have seen people who stand on the road, well in view, make signals for the car to stop, but it goes on quite regardless, or else slows up at such a distance that the poor unfortunates who are waiting have to continue to wait, as they cannot pretend to run so far. I have seen this occur repeatedly. I have no doubt that it is difficult to stop in going down grade, but the rate of speed is most dangerous and unnecessary. It is quite impossible for any living thing to get out of the way; cattle, poultry and dogs have been killed frequently, and the owners seem to just "grin and bear it." It is a miracle how children have escaped; there will certainly yet be some terrible accident if the rate of speed is not lessened and proper precautions taken to signal the approach of a car. Owners of cattle, &c., should of course see that their property is looked after, but in cases where farmers own land on both sides of Yonge St., it is not possible to be always off the street, which has to be crossed in going from one place to another. And it certainly is the business of the men who have charge of the car to watch out for obstructions as well as for passengers. A conductor on a car in the city would not dare to think of reading a newspaper while the car may be going at high speed, or even low speed.

I know perfectly well that the remarks I have now made regarding the state of affairs on the Metropolitan car line would be seconded and emphasized by many other persons who have had the pleasure, as well as the terror, of riding on these cars when at a state of high pressure. Your paper is named THE LIBERAL, and I hope you will be "liberal" in the cause of belated and much-tried passengers, as well as in the cause of residents in your own neighborhood and vicinity, without regard to politics. The cause of justice should be extended to all.

Hoping you will kindly insert this letter in your LIBERAL paper, I beg to subscribe myself
A LOVER OF FAIR PLAY.
July 31st, 1899.

More Light Wanted.

To the Editor of THE LIBERAL:
SIR,—Will any one "rise and explain" why the street lamps are not lighted these dark nights? Our citizens feel the want of the lamps every dark night they are not lighted, but when visitors come to see us we have reason to feel ashamed when they speak of our dark and gloomy streets. Last Monday being Toronto's Civic Holiday, many of the residents of the

Queen City came up here to spend the day. Many complimentary remarks were passed about our picturesque village, but those who waited for the late car were not so enthusiastic in what they saw, or rather could not see. The saving of a little coal oil may look like economy on the part of the Council, but if this is the idea I believe it is false economy.

Citizens of Toronto and other places of importance who are accustomed to the brilliancy of the electric lights in the city find it extremely unpleasant to grope around in their search for the depot in our village. If our citizens and our visitors were favored with a little more light they could perambulate our excellent sidewalks with much greater pleasure, and it would help us better to observe the scripture injunction in reference to the use of emphatic words and brighten the opinions of strangers of the illuminating possibilities of our otherwise pleasant village. When the moon is at its full, or nearly so, there is no necessity for lighting the lamps, but at no other time should they be neglected.

CITIZEN.
Richmond Hill, August 9, 1899.

King Township Council

King Municipal Council met at Harris' hotel, Schomberg, on July 23th. Members all present. Reeve Lemon in the chair.

- The following bills were paid:
- T. H. Lloyd, legal services \$20 00
 - J. Boadway, culvert 5th con. 37 35
 - Wm. Hallon, gravel 15 20
 - J. Billings, 1 month's salary 25 00
 - A. Hambleton, culvert 32 50
 - S. Metcalf, repair north townline 14 00
 - T. Ross, gravelling 24 75
 - A. J. McCallum, gravel 6 96
 - J. Ballard, repair road machine 5 30
 - A. Stogill, raking stones 3 80
 - R. Hughey, repair road machine 1 20
 - S. Badger, gravelling 9 75
 - H. Storey, gravel 2 88
 - Leader and Recorder, port cards 1 05
 - Wm. Glass, gravelling 20 00
 - J. D. McCallum, work 40 76
 - W. Flanigan, cedar and work 12 50
 - R. Reynolds, gravelling 59 75
 - M. Brown, repair Storey's hill 61 75
 - J. Courtney, work road machine 3 13
 - E. Clark, cedar 3 10
 - A. Bostick, grant 24 62
 - P. W. Pearson, culvert 3 75
 - N. Campbell, repairs 3 68
 - J. Kitchen, hardware 2 30
 - W. Dove, road repairs 3 01
 - Alex. Tatton, repairs 4 00
 - W. C. Bogart, cedar 3 03
 - W. Matheson, repairs 6 00
 - G. Tustian, gravel and repairs 11 93
 - Plummer Bros., repairs 4 80
 - J. Badger, ditch 12 50
 - Vaughan tp., half cost culvert 11 42
 - R. Smith, repairs 25 03
 - J. Watson, repairs 69 33
 - J. Boyes, repairs 4 51
 - W. O'Brien, work 2 01
 - F. Webster, grant 119 35
 - F. C. Walton, gravel 28 03
 - E. Armstrong, for shovellers 10 50
 - J. Street, gravel 3 60
 - J. Egan, for shovellers 8 25
 - S. W. Arncliffe, cedar 110 09
 - T. Davis, operating road mach. 44 20
 - J. Jennings, grant 23 88
 - L. Gibbons, repairs 33 50
 - R. Kirkton, plank and work 30 16
 - Ira Dodds, balance of grant 22 50
 - E. Tatton, culverts 7 00
 - J. Edwards, sheep claim 32 00
 - W. Dove, sheep claim 6 00
 - A. R. Fawcett, on contract 80 00

Fifteen dollars was granted on townline between King and East Gwillimbury, north of Bradford road, Martin Dew, commissioner.

Permission was given to Mr. Elmer Davis to obtain what gravel he wanted from Ireland's pit.

Thos. Forster was appointed pathmaster in division 10, con. 2, in place of J. Grantham.

A. B. Armstrong, barrister, Toronto, was appointed to take charge of the defence in the suit of Mabley vs. King and the appeal of the Bell Telephone Company.

By-Law No. 38 to appoint Commissioners for Schomberg was finally passed.

Next meeting of the council will be held at Watson's hotel, Loch Erin, on August 28th.

CHAS. PATTERSON, S. LEMON,
Clerk. Reeve.

Preserves

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In every household. It is clean, tasteless and odorless—air, water and acid proof. Get a pound cake of it with a list of its many uses from your druggist or grocer. Sold everywhere. Made by IMPERIAL OIL CO., Limited.

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A Waterous Engine, Sarnia Threshing Machine, tank, trucks and drive belt, all in good repair.

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4-4

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4-2

THE LIBERAL

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The undersigned is selling
PLOW POINTS

- At right prices.
- Large Points 18c
 - Wide Points 18
 - No. 3, I X.L. Points 15
 - Gang Plow Points 15
 - Sole Plates for the principal plows in use, 25 and 35c.

Will exchange plow points for cast iron and allow 50c. per 100 lbs.

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Shop open every evening until 8 30.

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PRICES AT FARMERS' WAGGONS.

Wheat, white, per bush	\$ 0 70
Wheat, red, per bush	0 70
Wheat, goose, per bush	0 69
Cats, per bush	0 36
Peas, per bush	0 60
Barley, per bush	0 46
Turkeys, per lb	0 9
Dressed Hogs, per cwt.	6 30
Geese, per lb	0 40
Chickens, per pair	0 75
Ducks, per pair	0 75
Butter, in pound rolls	0 16
Eggs, fresh	0 13
Potatoes, per bag	0 60
Apples, per bbl	0 00
Hay, clover	9 00
Hay, timothy	10 00
Straw sheaf	6 00

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We have just received a car load of
First and Second Class
SHINGLES

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We also have on hand a full line of all kinds of dressed and rough

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THE PEOPLE

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P. G. SAVAGE.

RICHMOND HILL, DISTRICT AGENT.

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RICHMOND HILL

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It does not pay me to sell poor harness, and it will not pay you to buy poor harness. I guarantee every set I sell; if it does not turn out as represented will make right. I sell at prices so low that you can't do better anywhere. A good custom made single harness from \$10 up; no factory shoddy.

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Why buy store or factory harness when you can buy from the manufacturer at the same price, or less.

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