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The Athens Reporter

—AND—

COUNTY OF LEEDS ADVERTISER.

Sweets for
The
Sweet Tooth

are made by us in a
manner that is ap-
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TRY
BUELL'S
BROCKVILLE

Vol. XVII. No. 20.

Athens, Leeds County, Ontario, Wednesday, May 15, 1901.

B. Loverin, Prop'r

THIS IS A DOCUMENT IN THE ARCHIVES OF THE NATIONAL ARCHIVES OF CANADA

Brockville's Greatest Store.

Busy! Busy!

Cutting Carpets

Such a rush in the carpet room! Everybody in a hurry of course—your orders should be in to get reasonable delivery. The variety is immense, the values unmatched. No price cutting here, your neighbor can't get a better price than you.

Six cent sugar would be cheap at four cents—provided it were the same sugar. Seventy-five cent carpets at fifty cents would also be cheap. But business and philanthropy don't mix. We are selling standard carpets made by standard manufacturers at a reasonable price and make an honest profit. The difference between cheap carpets and the good kinds is three years wear instead of seven or eight, dissatisfaction instead of satisfaction, and 10c, 15c or 25c a yard difference in price. Does it pay?

When you buy our carpets you buy good carpets, and in most cases they are no higher price than the poorer grades. We can sell you a good tapestry carpet at 5c a yard. A superior tapestry at 5c (few 5c lines like this one). 6c buys the best tapestry here. 8c for a good Brussels. \$1.50 takes a superior Brussels. \$1.25 and \$1.50 will purchase the best made. Crossley's high grade Brussels and Velvet Carpets.

We import all these goods direct from the makers—that's the reason they are no dearer than the common make.

Mail Orders Filled.

Robert Wright & Co.

Importers

OUR MONTREAL LETTER.

May 1st, 1901.

DEAR EDITOR.—The first of May—this is the day that Montreal moves, and I can assure you that the Montreal citizen does move. The first to get in the moving spirit is the ice in the river. It moves down to the gulf, the ocean steamships move up, and the Montrealers move somewhere else—anyway, they move. With them it seems to be a society fad to move. With the women, especially, it is as essential as the noted Five O'Clock with its generalized gossip. I have heard it said that it is "cheaper to move than to pay rent." In a great many cases I think it might be applied here. However, they move, and every wheeled vehicle is called into action. Carts, drays, hacks, express wagons, wheelbarrows, push-carts, sleds, sleighs, and baby carriages drawn and pushed by all kinds of quadrupeds and bipeds, women included. They move up the city, down the city, across the city, lengthways of the city and back again. Everything else is put aside—the papers are unread, the discrepancies and blunders of the city government are unimportant compared with the transportation of the household effects. The elevator schemes are of no account, the harbor commissioners might, steal, sell or dispose of St. Helen's island or Victoria Bridge, and the transitional denizens of Montreal would never miss them until they got moved and settled down.

Move, move, move—they all moved and we moved with them. We ate meals on tubs, slabs, boxes, barrels, etc., boarded in restaurants, cafes, mission houses and soup kitchens; slept in crockery crates, halls, salvation army homes, in parlors, up stairs and down stairs, in all manner of conditions—half-dressed, all dressed and undressed.

But there is never inconvenience but what there are some great conveniences; so, in this matter, this general tear-up is not without its virtues. Dusty carpets are torn up by the roots and, in most cases, cleaned; cupboards are scraped out, filthy sinks are scraped, and cobwebs which have been threatening to hook the housewife's chin and suspend her in mid-air are hauled down and many justifiable lynchings are averted. Old rags are fished out and sold and rag collectors do a land-office business. Cockroaches are chased and make a hasty retreat. War-like bed bugs are brought face to face with each other by the exchange of bedding and many lose their lives in the bloody fight for supremacy. We were an eye witness of one of these encounters the other night. It was a most sanguinary fray, a case of the survival of the fittest and terminated in victory for the home guard bugs—that is to say the vermin that held forth in the house into which we moved held the fort, putting the invaders to rout, but at this writing they are very disorganized and broken in their ranks and will be unable to make a very vicious attack upon our person for some time. This is the chief benefit of the moving.

But things get mixed in this general tear up and tuck down. The letter-carrier and the milkman probably suffer the most. "Joe Baptiste, he's don't leave here some more, about pass him on de der place," and "Jean Croudeau, she's gone I'm can't tell where she is." So it is, you can't tell where Joe is now what has become of Jean, and very few care or try to find out.

The greater calamity, however, falls upon the domestic animals—two in particular, the ever present house-cat and the family dog. About the first of May you meet many a respectable looking dog which, taking in his surroundings at a glance, you think should be happy and wear a smile like a city alderman. But no, he has a far away down east look in his eyes and his general demeanor suggests to you that his faith in humanity has received a severe setback. Should you have a box or parcel in your hand and make a quick move towards him, he will take to flight and the hindmost part his anatomy will seem to shrink or hurry forward as if it were tender. The dog, of course, moves with his master, but I think he always regrets it; for it's a dog's life for a man to move and what must it be for the common dog? For the cat it is also bad but not to the same degree. Cat sympathy is not so tender as the canine's. They are harder hearted, and then they are endowed with more lives and don't need the same amount of kindness, and they don't get it. Sometimes the children move the cat, but it don't stay—it goes back. In so doing it meets with new faces, a fresh batch of youngsters to grab it by the

BROCKVILLE

CUTTING SCHOOL

IN ORDER to meet the demand for first-class cutters, which is steadily increasing, I have opened up in connection with my tailoring establishment a Cutting School, to be known as the Brockville Cutting School where the latest up-to-date systems of cutting will be taught, also instructions on the practical work of the tailor shop, which is most essential for a young man to become a first-class cutter, and which will enable him to command a salary of from One Thousand Dollars to Fifteen Hundred Dollars per year in this country and from Fifteen Hundred Dollars to Two Thousand Five Hundred Dollars per year in the United States. This is a rare chance for young men to fit themselves for a lucrative position in a short time. Persons attending this school will receive a thorough training in everything connected with Garment Cutting, and after graduating are competent of filling a position as custom cutter at once.

Pupils will be taught individually and may commence their instructions at any time convenient to themselves.

For all information, see catalogue, which will be mailed to you upon application.

Yours truly,

M. J. KEHOE,
Brockville, Ont.



Corn Cultivation.

A writer in the American Agriculturist in speaking of the cultivation of the corn crop says: "The cultivator should have in mind at least four objects viz., the conservation of moisture, the destruction of weeds, the feeding of the corn plant and the aeration of the corn roots. The time, manner, and frequency of the cultivations will be modified by the conditions of the soil, but should be adapted to best effect the foregoing objects. Generally it is best to begin with the harrow before or soon after the corn is up, and cross harrow in four or five days. The importance of this early and thorough work cannot be overestimated, and ought not in any case to be neglected. This harrowing destroys the first crop of weeds, which is always the most injurious to the growing corn, and pulverizes the surface soil, forming the soil-mulch so necessary to conserve the moisture below against the time of drought so sure to come. The question of deep or shallow cultivation has its advocates pro and con, and will perhaps never be settled to the satisfaction of all, but the preponderance of opinion, based upon experience and backed by the principles of science, favors shallow cultivation, at least shallow enough to prevent the destruction of the corn roots, which form a net work a few inches below the surface surrounding the plant. Deep cultivation takes out these feeding roots and limits the corn plant to a very small area for food and moisture, which we seek to save and render more available by cultivation."

LYN AGRICULTURAL WORKS

LAND ROLLERS

The New Century Steel Roller. Heavy steel drums, steel axle, chilled bearings, balanced centre draft.

Also the old reliable Paragon—wood drum roller, steel axle, chilled bearings—improved since last season.

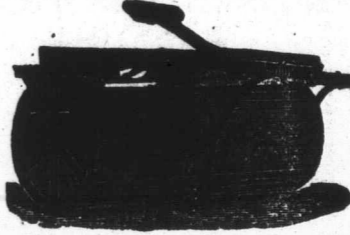
The Economic Sap Evaporator—Fire-box of heavy sheet steel and cast iron. Pan furnished with either plain or corrugated bottom. A first-class article at a moderate price.

STEEL TRUCK WHEELS

We are also prepared to make steel truck wheels. They have steel rims and spokes and cast iron hubs. The best and cheapest wheels on the market.

For further particulars and prices, address

A. A. McNish,
BOX 52. LYN, ONT.



LEWIS & PATTERSON

BROCKVILLE

Ladies' Summer Underwear,
Corsets, Shirts and Waists.

A large stock now on sale for your inspection. Better value than ever this spring, and we can supply your wants and offer great opportunities to cash buyers.

Ladies' Corset Covers, all sizes neatly trimmed, from 35c to \$1.00 each.
Gowns and white Petticoats, worth \$1.25, this week only..... 98c.

White and Colored Shirt Waists, a large variety, 75c. to \$3.75 each.
Black and Colored Silk Waists, the very latest styles, \$1.00 to \$8.00 each.

Ladies black Italian cloth Petticoats, with deep Accordion pleated ruffle and flounces, usual value, \$4.00 for..... **\$2.75**

We are always on the alert to improve this business—to serve our patrons better, to make this store more helpful and more generally recognized as "headquarters."

..... Telephone 161.

LEWIS & PATTERSON

DUNN & Co.

BROCKVILLE'S LEADING PHOTOGRAPHERS

CORNER KING ST. AND COURT HOUSE AVENUE.

Our studio is the most complete and up-to-date in Brockville

Latest American ideas at lowest prices.

Satisfaction guaranteed

FREE GRANT LANDS IN RAINY RIVER DISTRICT.

Sixty thousand acres of free grant land in the Rainy River district are now open for settlement. Any male head of a family or sole female head, having a child or children, under 18 years of age, may locate 160 acres free and may also purchase an additional 80 acres at \$1 per acre. The homesteader must clear and cultivate at least 15 acres, and in no one year less than 2 acres, during three years; must build a habitable house at least 16x20 ft. in size; and must continuously reside on the land for three years after location. If the 80 acres additional is purchased, at least 15 acres of it must be put under cultivation within three years. Patents may issue at the expiration of three years from date of purchase, or sooner if settlement duties have been performed. Minerals and pine timber are reserved to the government, but the homesteader may use such pine trees as may be necessary for building, fencing and fuel, and may sell such pine trees as may necessarily be removed in the process of clearing, but must pay timber dues on all timber sold. All timber remaining on land when patents issue passes to the patentee. These lands are very fertile and are covered by a dense forest, generally valuable timber. The Ontario & Rainy River Railway, now nearing completion, runs through this block of land and brings it within easy reach of the markets. This railroad is a link in the Canadian Northern system, which within the next six or eight months will have a continuous line from Port Arthur, on Lake Superior, to Winnipeg, and thence 300 miles north-west.

THE TROLLEY AGE.

In the matter of transportation, both of people and freight, it is high time for a change. Owing to over capitalization, excessive fixed charges and heavy operative expenses, the ingenuity of railway managers, even at present, is taxed to satisfy the officials, the dividend-hungry stock-holders, and the long-patient public. In a very large degree the electric trolley would seem to solve the problem, as can readily be seen from an article in the New York Independent, by Mr. Albert L. Johnson, who is just now constructing an electric road from New York to Philadelphia—about 100 miles—on which he will put first-class, comfortable cars, equipped with motors capable of running 50 miles per hour. At the very outside he will charge 50 cents—about one-fifth of the present railway tariff—a reduction that the travelling public will certainly welcome. The rate he proposes to charge, it will be noticed, is only a trifle over a half a cent per mile. A very great deal of the steam-railway business will be retained, but the electric system will create new traffic, carrying immense numbers of people who hitherto could not afford to travel either for business or recreation. Through this system the congestion of great cities will be relieved, and hosts of people who work in offices and shops will be able to live in the country, enjoying its pure air, sunlight and wholesome surroundings, and at the same time reach the scene of his daily toil economically. Steam cars run through smoky, back streets, uninviting country, and the back end of farms; the trolley passes over the best country roads, in front of beautiful farm homes and along village streets. It will be the picnicer's delight. Moreover the relations between city and country folks, vastly bettering the condition of the former and enhancing the local markets for the products of the latter. Will such lines pay? Will this traffic grow? Mr. Johnson has now in operation 225 miles of track, connecting 66 towns on what he calls his Allantown lines. When started, the road carried in its first year 20,000 people; in 1900 it carried over 20,000,000 passengers! A large proportion of these used the cars for going to and from their work; others were simply on pleasure bent; while many went to do business that they might otherwise have transacted through the mails. American electric lines are now carrying milk, butter, fruit, garden truck, and other farm produce, handled more expeditiously than under previous arrangements, and for which the legitimate charges, Mr. Johnson himself admits, should only be about one-third of those exacted by steam railroads. With an efficient service and popular fares, the lines now under way or projected in Canada will revolutionize traveling, and, no doubt prove very advantageous to the promoters.—Advocate.

ADDISON

Mr. R. H. Field, the enterprising agent for the Page Wire Fence Co., is putting up about 50 rods for Mr. C. Blanchard and 10 rods for Mr. John Murphy, our King st. blacksmith.

Mr. Joseph Greenham is erecting a fine brick residence on his farm this summer. Mr. Thomas Foxon has the contract for the mason work, which is a sure guarantee it will be done right.

Mr. Joseph Moulton will recuperate on the balmy breezes of Renfrew for a few months. He is very much missed from our village.

Mr. William Hall has moved his stone crusher to Renfrew where he has the contract of crushing about 2000 yards for street purposes.

The farmers in this section have been delayed for some days with their seeding on account of wet weather.

Mr. John O'Connor made us a pleasant call on Sunday last. John is always a welcome visitor in our village as he always has something new to relate.

Mr. William Dobs and Mr. Herman Pepper of Brockville were visiting friends at Slab st. on Sunday last.