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# The Athens Reporter

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COUNTY OF LEEDS ADVERTISER.

Vol. XVII. No. 34.

Athens, Leeds County, Ontario, Thursday, Aug. 22, 19 1.

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BROCKVILLE'S GREATEST STORE

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Here are recent arrivals from the land of the Sultan—purchased by Mr. Wright in Europe. These are the genuine Turkish manufacture celebrated all over the world.

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### NEWFOUNDLAND.

It's natural aspect, its people, industries, etc.

We are indebted to Mr. W. A. Lewis, barrister of this place for an interesting account of his trip to Newfoundland and Maritime provinces, and have endeavored to present here a brief summing up of his impressions of the country and people and a description of the principal places of interest he visited.

Mr. Lewis' trip was made necessary by the tragic death at Petty Harbor of the late Frank Howard Wing which occurred on April 11th and of which an account was given at the time of the occurrence. Mr. Wing was an expert electrician and his death was caused by accidentally touching a wire that was supposed to be charged with two volts but owing to a storm having disarranged the wires was charged with 15,000 volts, and his death was instantaneous. His remains were interred in St. John's, seven miles away, and his popularity can be measured by the fact that his friends in that city insisted on paying all funeral expenses and have marked his resting place by a beautiful monument suitably inscribed.

The history of the island of Newfoundland dates back to the discovery of America, John Cabot having touched its shores in one of his voyages of discovery. Shortly afterwards the fishing industry was commenced in a small way and until quite recently that was the only industry known to the island. A company got possession of the fishing rights and in order to keep them more secure they had laws passed making it a penal offense for anyone to settle on the island farther inland than a distance of six miles and the result was that fishermen came from England in the spring and returned in the fall and the island remained practically uninhabited. Gradually these laws were removed until a few years ago the island was given the boon of self-government and the development, in addition to fishing, of its timber, mineral and even Agricultural resources have been most marked. The great railway magnate R. G. Reid has completed a railway through the centre of the island with several branches and the result is that the island is being speedily transformed from a barren waste of forest growth and rocky eminences to a veritable hive of industry with ample room for still greater development.

Fishing, of course, is the chief industry and furnishes employment to thousands who live along hundreds of miles of the shore. There are no richer fishing grounds in the world and the fact that fishing has been carried on for four hundred years with no perceptible falling off in the catch leads one to suppose that the supply is inexhaustible so long as the ocean remains. Lately valuable discoveries of minerals have been made which includes almost every kind known. Iron and coal predominate and there is reason to believe that Newfoundland may yet become the great iron and steel producing centre of the world. Asbestos is plentiful and gold and silver have been discovered but as yet of no remarkable richness. The timber wealth is also being utilized, and along the railway and where wagon roads have been constructed farming is being attempted, but under great difficulties. The climate is not severe and the extremes of heat and cold are not so great as in this province, and the growth is very rapid. All this goes to show what energy and capital rightly applied will do and will also help to dispel the general impression that Newfoundland was made last and there wasn't enough to finish it. The island has resources that will make it a prosperous country if the present progressive policy is continued.

The city of St. John's, the capital of Newfoundland, ranks first in importance. Three times has it been devastated by fire and each time it has risen from its ashes more modern and up to date until now the private and public buildings compare favorably with the more pretentious cities of the west. The educational buildings are particularly elaborate but it must be remembered that education is not a free institution, but must be paid for and consequently the more well-to-do enjoy a monopoly of it. Other places of importance are the seaport towns of Harbor Grace and Placentia, both owing their present prosperity to the new life that has taken possession of the island.

It might be interesting to state just here that the question of confederation is a live one. The middle classes are in favor of it while the upper classes are not, which may be accounted for by

that in the event of becoming part of the Dominion their commercial advantages might not be as great. Canadians are usually referred to as citizens of the "Great Dominion."

Sydney, Cape Breton, is a Canadian city that is so situated that it enjoys to a marked degree the benefits of utilizing the products of Newfoundland. It is the home of the Dominion Iron and Steel Company, whose works are of great magnitude. The Company's coal mines are situated within two miles of the works so that there is no big haulage bill to pay. Across ninety-six miles of ocean is Belle Isle, part of Newfoundland, which has been partly purchased by this company and has a practically inexhaustible supply of iron ore. The cheapness of working this mine can be understood when it is stated that it is quarried rather than mined. There is a covering of six feet earth of and when this is removed there is a solid mass of iron ore which is loosened with dynamite and shovelled into cars like coal. This is conveyed across to the works at Sydney and gives employment to hundreds of its citizens.

There are no more interesting people than the quaint Newfoundland fisher folk. Generation after generation has known no other employment than battling with the wind and waves and as a result they are among the hardiest of the sons of toil. This coast has been the grave of many an ocean vessel and many a mariner has gone down "unwept, unhonored and unsung." These people have long since forgotten that it was dangerous and someone going out and failing to return is so frequent as to cause scarcely any comment outside of the bereaved family. Mr. Lewis had the pleasure of fishing for cod and it was an experience he will remember. The ocean was, in the opinion of his friends, quite calm and the swells were not a great deal higher than the Gamble House. On the way out to the fishing ground the experience was delightful and "rocked in the cradle of the deep" was clearly illustrated. After a sail of about three miles the dory was anchored and the lines cast. Then something went wrong. The surroundings took on a peculiar aspect, which however didn't effect the usual rise and fall of the boat. The short trip was as telling in its effects as a trip across the ocean and terra firma was touched again with a certain amount of pleasure.

While in Halifax Mr. Lewis was royally entertained by a former Athenian in the person of Mr. A. E. Donovan, and Mr. J. E. Brown, formerly of Delta. Mr. Donovan drives a beautiful turnout, the animal being a full sister to the valuable buckney stallion that was brought to this section some time ago, and a splendid carriage, the product of his father-in-law, Mr. D. Fisher, carriage maker of this place. Mr. Donovan is making a success of it and knows how to entertain friends from his former home. There are many places of historical interest in the old city of Halifax and in other parts of Nova Scotia, among them the "land of Evangeline" and the time spent in this section was particularly pleasant. Mr. Lewis was delighted with his trip and hopes to be able to take it again sometime in the future.

### Fight with a Bear.

Mr. Peter Watson, of Alice Township, Renfrew county, had a thrilling encounter with a large she bear on Friday morning of last week. Armed with a gun Mr. Watson took a stroll out in the woods and running across a berry bush, stopped to pick some when he was confronted by a young bear. Mr. Watson lost no time in despatching cubby, but was immediately surprised and put on the defensive guard by the mother bear who made a vicious lunge at him roaring savagely over the fate of the cub. Having no time to reload the gun, Mr. Watson struck at bruin and was dismayed to see the stock shatter into fragments. Things were getting interesting at this juncture, but fortunately the doughty hunter had large knife sheathed by his side. Just as the bear's hot breath was in his face and it looked as if he was coming in for one of those fatal huggings, Mr. Watson stabbed bruin in the side and both rolled to earth together. Consciousness left Mr. Watson for a time and when he came to, he found himself lying across the body of the dead bear. His clothes were badly torn and his arm and side lacerated by bruin's claws. Stiff and weary he dragged himself home and will long have occasion to remember his exciting experience.

### 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.



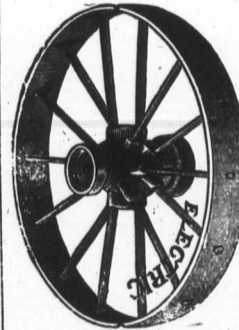
Pupils will be taught individually and may commence their instructions at any time convenient to themselves.

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

**M. J. KEHOE**

Brockville, Ont.

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### Handy Waggon With steel wheels

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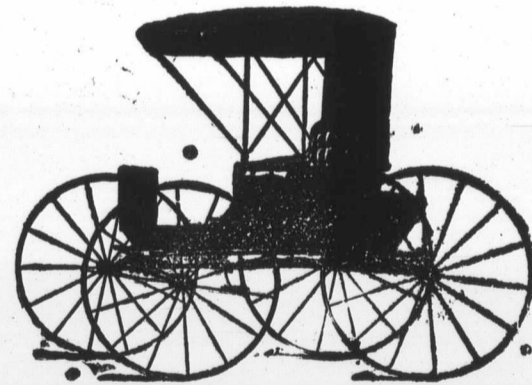
No loose tires to set in a busy time. Always ready. Made to fit any waggon to order. Also the

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New design. New patterns. Plow Points in great variety, direct to farmer at wholesale price. Four for a \$, cash or in exchange for old metal.

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All are thoroughly reliable and up to date in style and finish. Wheels, which are of such great importance to a carriage, are of the best. Not one inferior or slop wheel is used in any of my work.

Intending buyers if they will consult their own best interest, will give me a call before buying elsewhere, and, if prices are right patronize home industry and keep your money at home.

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