

# Embro to St. Marys By-Rail Edition.

SPECIAL EDITION OF THE EMBRO COURIER.

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## HISTORY OF THE CONSTRUCTION OF ST. MARYS AND W. O. RAILROAD

Schemes Which Fell Through but Paved the Way to Eventual Success—Description of the New Road and the District it Serves.

Methods Adopted for Financing the Project, Municipalities Aiding—Present Management by the C. P. R.

It is a generally accepted assertion that the commercial greatness of any country, depends upon the development of its natural resources. Its sustenance, its financial backing and its prospect for increasing progress find nucleus in those material gifts of nature, that are often overlooked by the casualist.

Canada has the greatest undeveloped riches in the world. Every optimistic Canadian desires to witness an increased radiance of the "New World's Gem." Her galaxy of mines, forests, lakes and rivers enclose the secret of her future. Develop these and our prayer is fulfilled. The twentieth century which is generally conceded to be "Canada's Century," will reveal the secret to be none other than judicious commercial rivalry and "railway competition. Network the continent with adequate transportation facilities, bring the producer and the consumer into direct touch, in short build railroads, and the deed is done.

All eyes and energies being focused upon this development at the present time, it should be of interest to readers of this journal to note the workings of a road which, having been well constructed, already produces results, even greater than those outlined by the fondest predictor. We refer to the St. Marys and Western Ontario Railroad. This line which is now a branch of the C. P. R., having been built by a private corporation, was finished on July 1st, 1908, and on that date according to agreement a part of the great system, formerly mentioned. The St. Marys and W. O. Railroad, being between its present termini, Code Junction and Embro, is (by exact) 20.7 miles long. It branches off from the main line about one mile west of Embro station (on the main line of the C. P. R.). From this point it stretches in a north westerly direction, through the townships of West Zorra, East Nissouri and Blanchard. The stations along its entire length from the south, are: Embro, Bennington, Lakeside, Uniondale and St. Marys. Of these, two, Bennington and Uniondale, are flag stations. From Code Jet. to Embro Village, the road is very winding, as it follows the course of the River Thames. These curves were deemed necessary to overcome the elevation of the country approaching the village, which altitude being eighty feet in 3 miles, it was therefore imperative to facilitate the transportation of heavy loads. It was therefore imperative that the line be somewhat curved near the village, which crossed the "bee line" at right angles, and was spanned by large and erected by steel structures, built by the Hamilton Clear span of these bridges had are supported by about ninety pilings, which are about ninety feet apart. After cement and substantial. Affluently arched Thames, the road follows the bank of that stream or crossing, crossing Commission's lot on the level at the east for the site of Embro, and near Dr. Simpson's Oatmeal mills. It runs along the edge of the pond for a couple of hundred yards and by a rather abrupt curve faces due west and enters north Embro, reaching Embro Village in a twinkling.

### PEOPLE OF EMBRO OBJECT.

Right here it behooves us to say that keen objection is taken by Embroians to the term "Embro Village." We use it in our narrative simply because the C. P. R. have seen fit to officially register said name in their schedules and not because we think it a fitting or orthodox cognomen. The municipal fathers have entered protest against such belittling suggestion, and have written the C. P. R. authorities, requesting them to return to the old name of Embro, plain unadorned E-M-B-R-O. We wish to advertise the town on its merits and absolutely certain that the term "village" is a misnomer from the drop of the hat, called "Commercial Boom."

### EMBRO TO ST. MARYS.

The station is situated, to the north of the line, and slightly west of the 4th con. of West Zorra, known within the corporation as Huron street. This building was formerly the residence of J. M. Boosey, Esq., one of the pioneer villagers. Proceeding, the line crosses the 4th

con., running in a slightly northern direction to Bennington. From this point the line runs due north west, passing through the village of Lakeside, and the flag station known as Uniondale. Between these stations some very swampy land was encountered by the surveyors, and at one point, the work of construction was impeded for a week by coming in contact with a "sink hole" which was in reality an undrained peat bed. This hole required an additional depth of nearly one hundred feet of sand and gravel. Each day the depression was filled up to the road-bed level, but during the night would settle as low as ever. By persistently filling up, either of the track, giving way to the gravel which found rock bottom at a depth of about a hundred feet. From Uniondale to St. Marys the line follows the same direction, but is again considerably curved to overcome the grade into the town. Passing under the G. T. R. through the large cement subway, built for that purpose, the line deflects to the east, following the course of the Thames River. Passing through the Horse Shoe Quarries, it enters the heart of St. Marys, at its lowest level. The northern end pierces the business centre of St. Marys, at its most advantageous point for freight and passenger traffic as will be seen as we continue.

### SENTIMENT IN ST. MARYS.

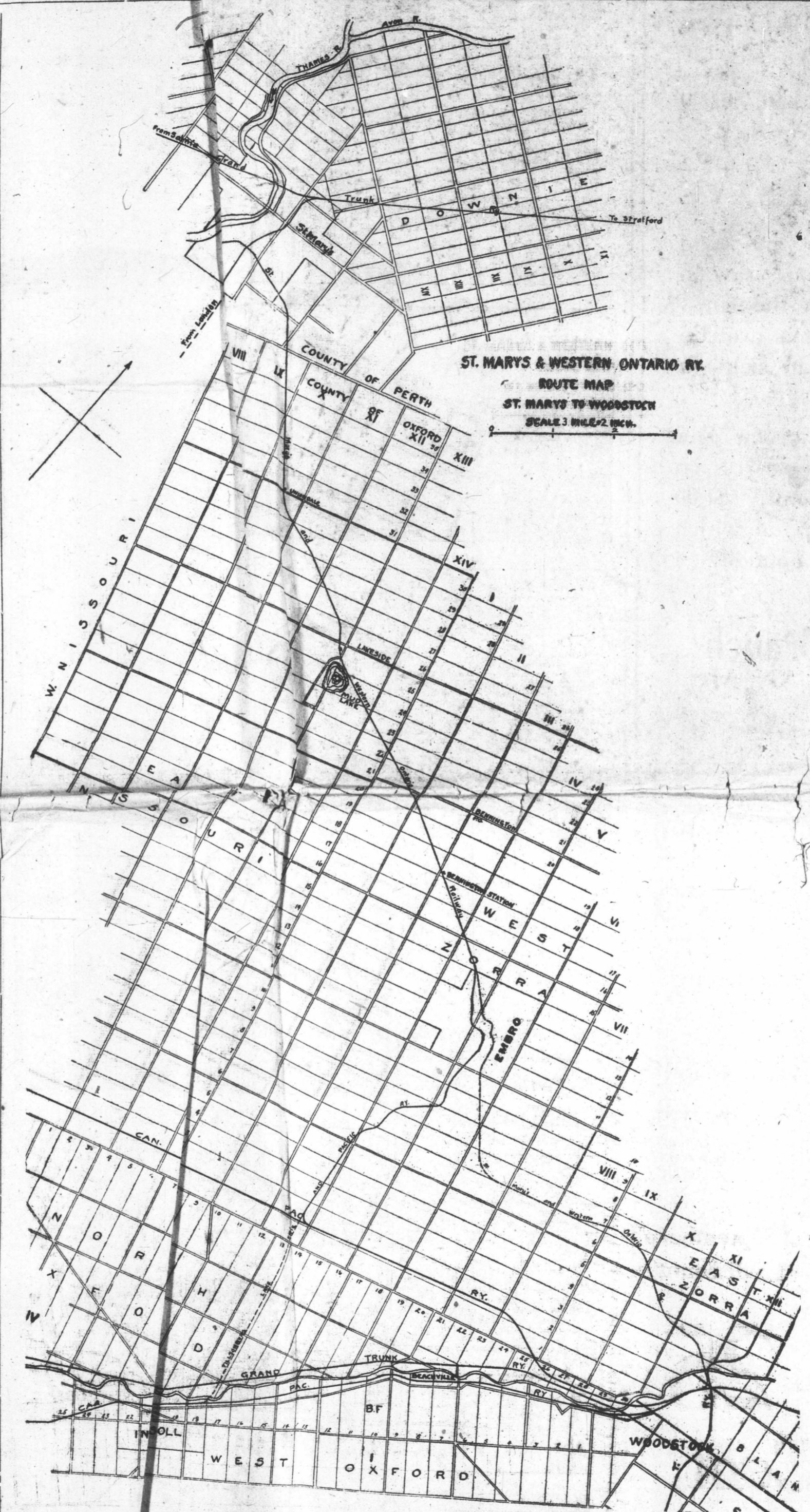
Having, as we hope, created in the mind of the reader, an idea of position and extent, it will be necessary for us to understand certain peculiarities and operation before an intelligent idea of general detail can be ascertained. St. Marys had but one line of railroad, actually running through the town. The new town station is built on the top of the highest section, and wholly isolated from the greatest institutions carrying on the greatest import, and export trade, private corporations wishing to take advantage of the hydraulic power furnished by the Thames River, built large flour mills and factories. St. Marys began town. Natural development in that direction, and the facilities was isolated every way than the part greater supplied with adequate alms for a transportation. Wide awake men at the head of these commercial concerns became actively alive, not only to wants of self, but also to the desires of the "Saints" in general. This, then, was an opportunity. The St. Marys and Western Ontario Railroad Company seized it.

### SENTIMENT IN WEST ZORRA AND EAST NISSOURI.

That section of territory consisting of a greater part of West Zorra and East Nissouri, had never known what "railroad facilities" meant. They had for generations, conveyed their produce to market by horse labor. Wheat and oats were drawn to Beachville, Hickson, St. Marys, Ingersoll and Woodstock, in order to find suitable market. Cattle were driven sixteen, seventeen and even twenty miles to reach transportation centres. Flag stations were so remote, that passengers were put to great disadvantage and we could report names of many people who never enjoyed a trip by rail until the year 1908. Any person who has been exposed to these disadvantages will readily see how great was the impediment to a progressive people, and what a stigma rested upon the development of a country whose natural capacity was, and is second to none in this fair Dominion. Needless to say, these people talked railroad, and were only too eager to grasp the first opportunity for getting one.

### THE SENTIMENT, AS EARLY AS 1902,

had reached the zenith of its intensity and a local periodical verbalizes the following:—"Many prominent farmers in this vicinity as well as a number of our business men, are beginning to be very much alive to the fact that we require better railway facilities than we possess. Here we are surrounded for miles in every direction by one of the most fertile soils that the sun shines upon, and we have every right to add, that nowhere on God's earth is there a more general adaptation of scientific principles to the industry of agriculture, than right about us. Give us a railroad."



### POSSIBILITIES IN THE DOVER LINE.

Embro had dreamed of a line passing through her limits, some fifty years ago. The centre which could produce (sloped) millions of dollars worth of grain, sheep, cattle, horses, hogs, fruit, cheese and butter. What a glittering array of products! This, the centre that in consequence of its location and trades of industry, its mercantile people on the jump, and its wants of the county, and its population being multiplied.

### THE FIRST SCHEME.

As far back as 1879 definite schemes are traceable. About the time of the completion of the Credit Valley Railroad to St. Thomas, a charter was secured by St. Marys capitalists to build a line from Woodstock to Lake Huron by Embro and St. Marys. Bonuses to the extent of \$60,000 were voted by St. Marys and Embro and \$10,000 by the village of Embro. The charter granted to the St. Marys Company made it imperative that the road be completed within a certain set and definite period. Too much time was devoted to minor details, the minutiae of opposition was underestimated and before any actual work had been done on the road, the time granted in the charter had expired and the project was dropped.

### THE DOVER LINE POSSIBILITY.

The Dover line to Woodstock presented another possibility. A scheme to extend the line through Embro to Stratford was gotten underway for a short time, but the Grand Trunk authorities thought otherwise and the line was projected to Hickson and Tavistock in variance to Embro's desire—one more spoke smashed from the wheel of anticipation.

### PROPOSED EXTENSION OF THE T. L. E. & P. R.

Some years later a company was formed to promote a railroad from the south of Ontario as a wholly independent line. The scheme was in the hands of such noted men as Hon. John Carlton, Mr. Teake and C. C. L. Wilson of Ingersoll. The road in mind was to be promoted from Port Burwell to Ingersoll, to Collingwood, passing through Embro according to prediction and was to be known as the Tillsonburg, Lake Erie and Pacific Railroad. The whole idea was a most commendable one, as it would mean the distribution of coal to those isolated centres in Western Ontario directly from the Great Lakes. The prospects for freight and passenger traffic were exceedingly bright. The whole line from Fort Burwell to Collingwood was surveyed and registered. Acting proceedings began on the south section. The part from Port Burwell to Ingersoll was completed in every detail. The line was duly opened up and traffic began. It was operated independent of the large railway corporations in Canada, for a short time, but did not prove as great a boom to the country as formerly anticipated. It does not lie within the region of our wit to determine why this was the case, but some few years ago the private company disposed of their line and rights to the C.P.R., who now operate it as a part of their great railway system. It will be well to keep in mind the fact that the road between Ingersoll and northern points by way of Embro is still surveyed and that the near future may witness a new branch line connecting these points. In fact we have it on authority that the outline maps now in the hands of the C.P.R. civil engineers, pointing out the work to be carried on during the next five or six years, contain these connected surveys as lines for early construction.

### REASON FOR C. P. R.'S CHANGE OF PROGRAMME.

The reason that the intended roads of the C.P.R. were not completed seems to be this: Railway competition in the great Canadian West was causing a furore among eastern magnates. The C.P.R. thought they had the field pretty much to themselves, but the Grand Trunk Pacific and the Canadian Northern had already entered the formerly forbidden area and now that Mr. James Hill proposed to get into the field the Canadian Pacific deemed it wise to relinquish further effort for a time on smaller schemes in Ontario and devote almost their whole attention and energy to the contest for supremacy in the west. Officials of the company assured Embro and St. Marys that they could give their small connecting lines no special attention for at least five years, but said they were willing to offer every possible facility to enable them to help themselves—referring of course to Embro and St. Marys.

### RADIAL LINES IN FAVOR.

Fever for radial roads became an epidemic at this juncture. The Embro Courier voiced public opinion when it said in an editorial of Jan. 18, 1905: "Any company that will give Embro railway connection with any spot on this wide earth will earn—and will get it, too—the undying gratitude of all Embroians both present and to come." In 1902 Dr. Ickes and other promoters in connection with the Woodstock, Ingersoll and Thames Valley Electric Road scheme, proposed to build and operate an electric road from Beachville to Youngsville by way of Embro, West Zorra and Embro submitted by-laws for \$85,000, West Zorra for \$25,000 and Embro for \$10,000. The by-law was passed in Embro but was defeated in West Zorra. This scheme was also precipitated into the high blue atmosphere, and perhaps with ordinary mortals all further attempt would have been relinquished; but not so with this people. They had considered the advice of Josh Billings when he said: "Consider the postage stamp, my son, its usefulness consists in its ability to stick to one thing 'til it gets there." They stuck to one thing 'and they got there' for in 1905 a company known as the St. Marys and Western Ontario Railway Company was incorporated at St. Marys, having in mind the building and operating of an independent road from Sarnia through St. Marys to a point on the main line of the C. P. R. between Woodstock and London. This line was to pass through the Zorra's and Embro. The company's organization was amended in 1907. The officers of the company were as follows:

### THE OFFICIAL BOARD.

- President, Jas. Chalmers, St. Marys.
- Vice-President, D. R. Ross, Embro.
- Secretary and Legal Adviser, J. W. Graham, St. Marys.
- Treasurer, H. L. Rice, St. Marys.
- The Board of Directors, E. Sutherland, T. O. Robson, David Bonis, F. E. Butcher, Archie Baird, James Chalmers, D. R. Ross, H. L. Rice.

### THE COMPANY'S CHARTER.

This company applied for and received a Dominion charter at the next session of the House, granting them permission to go ahead and survey the route mentioned, and then to build the road according to their arrangements as an independent company. Those obtaining the charter then



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EMBRO

entered into an arrangement with the C. P. R. relative to the construction and operation of the road between Embro and St. Marys. The company were to build that part of the road lying between St. Marys and Embro to a point a mile west of the village of Embro, a total distance of fifteen miles and a fraction. The C. P. R. were to build from this point through Embro Village to connect with the main line between Woodstock and London, a distance of about five miles. The work of surveying and construction was to begin at once; the road was to be completed by July 1st, 1908, to allow the passage of the first train on arrangements the road was to be taken over by the C. P. R. on that date and to be operated by them henceforth.

**PROPOSED BY-LAWS.**  
The proposition having been made and all terms being agreeable to both parties, work began at once. To assist in building the road from Embro to St. Marys it was proposed to submit by-laws to the different municipalities asking for the following loans: St. Marys \$40,000, a portion of the township of East Nissouri \$20,000, a portion of the township of West Zorra \$15,000, Embro Village \$5,000. These loans were to be repaid in 20 years in equal annual instalments including interest on the bonds. The work up to this point had been done wholly by the St. Marys and Western Ontario Rail-

road in or near the said village of Embro. The loan was to be advanced to the company on condition that 25 per cent. of it was to be paid to the company upon the completion of the survey, the approval of the plans by the board of Railway Commission and the completion of the purchase or other acquisition of the necessary right of way, and that the balance of the remaining 75 per cent. was to be paid when the road was completed, which was to take place on or before the first day of July, 1908. Also, that the railway constructed should give connection to the village of Embro either by the extension of the T. L. E. & P. or by some other branch with the C. P. R. and that there should be a daily service (except Sunday) with proper facilities for passengers and freight traffic.

**BY-LAWS CARRIED.**  
Four such by-laws were submitted and passed with substantial majorities. The sectional by-law allowing only those people to vote who would have direct benefit from the road was brought into force thus preventing a repetition of the outside veto, as happened on former occasions. The bonds issued were at the rate of \$13,000 per mile and would bear interest at 4 per cent. per annum. That part built by the C. P. R. was naturally financed by themselves, they being aided by a Dominion subsidy. The surveys commenced in the fall of 1903 and was com-

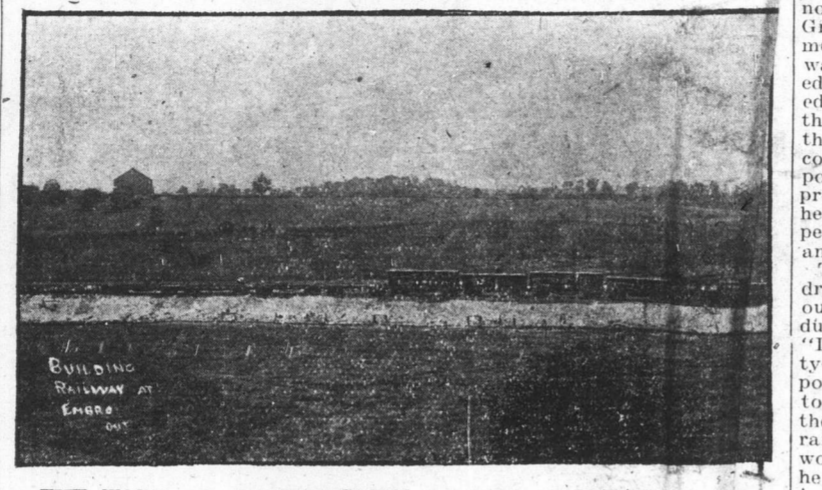
pleted on July 1st, 1908, conforming to all prediction but wholly in accordance with the "letter" of the contract.

The transitory stages of railroad building are particularly interesting to the observer who has lived nearly his whole lifetime amid pastoral scenes of peaceful intent and natural beauty. To be able to fully appreciate perhaps deprecate the revolution effected, to prize or lament the transition from nature's stillness to artificial activity, one must possess certain appreciative conception of the broken solitude and the scenic outness of a cross-country stretch. "Many men have many minds," says the sage. Yet we wager that in few instances is there greater diversity of opinion than that caused in attempting to allot to natural quietude its relative position in the list of the "world's pleasures." One person from a state of lethargic waxiness, flourishes into obesity and is happy; another the same revolution catches the ennui, loses flesh, fades and is morose.

**A MASTER MIND.**  
The farmer in Zorra as he watched the surveyor stake a diagonal across his "square" patrimony knew that his beloved acres were to be cut in two and was exceedingly wroth. When he conceived the idea of a separated house from barn, placed his onion-patch far from communication or divided his fine grove or his artistic hedge in two, his temper was not sweetened. But when that man Graham from St. Marys, that great minister, that oil-on-the-troubled-waters fellow came along and outlined the benefits of that railroad, the educative qualities of that railroad, the money-saving qualities that railroad, and then by way of concrete proof went down into the pockets of those beans of his and produced the "spontaneous" he bought the right of way, and peace reigned in that man's heart and in the vitals of his generation. The village merchant who used to drone his wares and tabulate his outstandings in the accumulated dust of inactivity, awoke on hearing "I want three cwt. of sugar, seventy-five loaves of bread and twelve pounds of butter. Send them at once to Boarding Car No. 8." This was the merchant's first introduction to railroading. His contemporaries would fatten if he didn't hustle; so he hustled and found great pleasure in it.

On the other hand we could relate how certain individuals objected strenuously to this increased work; how daily their formerly placid natures became irritably snappy in the presence of the "bum;" how daily their waitresses, their benevolent cooks viewed with forbearance the various signs of rugged appetite and soured their connexions with their composure. Thus are we a contradiction.

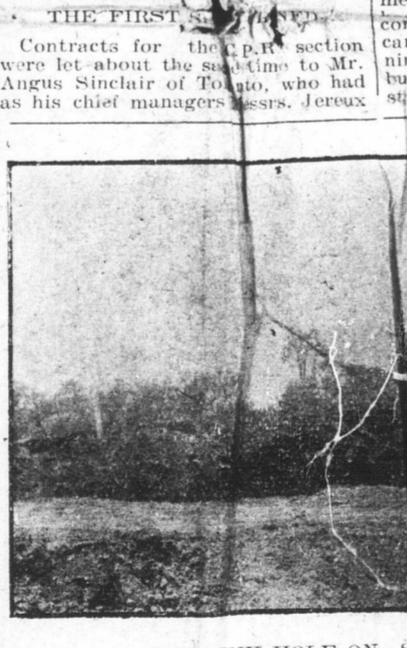
**THE NEW ROAD.**  
The completed work is worthy of note at this juncture. The line open for traffic on the morning of July 1st, 1908, from Code Junction to the south to its northern terminus, St. Marys, and known then and henceforth as the St. Marys and Western Ontario Branch, was a mere "corduroy" slung together contrived to fulfill the demands of a carefully fenced on either side by a double wire fence, the work of the Woodstock Standard Wire Fence Com-



THE WORK OF CONSTRUCTION ON THE ST. MARYS & W. O. R.

pany. It now became necessary to entice the ratepayers of the various municipalities interested before the by-laws were submitted in order that the new scheme should not meet the lamentable fate of its worthy or unworthy predecessors. Meetings were held at Youngville, Lakeside and Embro, at which the directors propounded their plans, going over the argumentative ground liable to create interest and enthusiasm. As stated before in this narrative a constant diet of purpose and dashing of hopes had rendered a great many people somewhat apathetic toward what was seemingly allied to "Another new-fangled scheme." The directors worked with might and main but to very little avail, for some weeks. It was the old story re-acted, "Once bitten, twice shy." These shrewd farmers—canny of this and that, somewhat they might be, though in this case they struck "stealing." Many gentlemen objected to the idea of borrowing money, claiming that the principle of such proceeding was wrong. Some objected emphatically because the new road would badly mutilate and cut up their farms. Others with keen "olfactory" scented graft throughout the whole scheme. Many were willing to further procrastinate, feeling that the C. P. R. would build the line itself in time and claiming that the road had received enough money without asking the municipalities for bonuses. Some few kickers didn't want the road to St. Marys, but would support a line to Stratford. But in opposition to these outbursts of the wise soer, was the more than coinciding argument that Embro, that the Zorras would never make commercial progress without better railway facilities. That being isolated from everybody and everything as they were, while other communities needed with the arteries of commerce and trade and intercommunication were being continually stirred and impaled with new life, new feelings, new ideas, new motives, and new desires, Zorraites were dragging along in the same old way, doing today the same things in the same way that they did them yesterday, until the action became so automatic that a general feeling of contentment was stealing over the whole generation. This mild impeachment supplemented by a suggestion that they get up and stir themselves brought forth the desired momentum. Resolutions were carried unanimously at the later meetings to take immediate steps to organize the municipalities interested, with a view to an early submission of by-laws. Petitions were then circulated for the submitting of the by-laws in St. Marys, West Zorra, East Nissouri and Embro relative to the collection of loans as before mentioned. These by-laws were almost identical in wording, excepting in that part relating to the amount of the loan granted. A perusal of one will therefore suffice for all.

**THE FIRST STEPS.**  
Contracts for the C. P. R. section were let about the same time to Mr. Angus Sinclair of Toledo, who had as his chief managers Messrs. Jeroux and Murray.

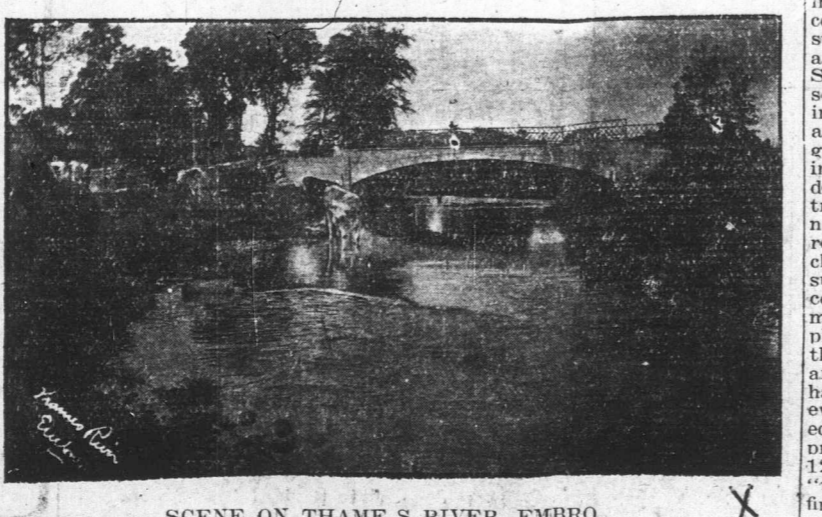


THE SINK HOLE ON ST. MARYS & W. O. R.

The engineers for this part were Messrs. Miles and Farley, who were resident in Embro. The survey had been completed, the right of way purchased and paid for throughout the entire length. The agreement with the C. P. R. whereby they agreed to construct their portion concurrently with the north section, had been entered, signed and sealed. The initial race was about on. All parties awaited with suppressed excitement the final admonition to "go."

**A SYNOPSIS OF NO. 312.**  
By-law No. 312 of the Embro Village Statutes stated that \$7,000 was to be granted by the village to the St. Marys and W. O. R. which was to be constructed from the town of St. Marys to a point on the proposed extension of the T. L. E. & P. rail-

road. All grades and approaches from the various concession roads were symmetrically built and fenced. Special attention had been given to drainage in order to preserve the efficiency of the road-bed. Deep ditches were dug on both sides throughout the entire length, affording excellent drainage outlets to all the farmers along the line. All bridges and culverts are cement structures, built with a view to beauty as well as to usefulness. Excellent gravel being available throughout the whole construction, the ties have been carefully laid to the road level, leaving a running surface as level as a board. All debris, trees, stumps and construction material have been removed. The telegraph line has been partially completed, there being efficient service to Embro Village at the time of writing. Article 11 of the contract provided that station houses be provided or built at each station along the line. This was the condition of affairs that greeted the hundreds of enthusiastic ratepayers who took in the sights of "their" road during Dominion Day. Every progressive farmer and every hunting, merchant loves to see a good job well done. This one was ideal in its general perfection, and many a good man took forth into raptures of commendation for the first time in thirty years. On the evening preceding Dominion Day, orders were issued by C. P. R. authorities to run a train from London over the line to St. Marys ready to make the trip south at 10 o'clock the next morning. The work of clearing the track and opening up the complete line began early in the afternoon under the instructions of Dominion Day. The delay caused in placing the steel transit over Huron St. subway, north Embro, as has been formerly recorded, afforded a slight chance of a slip. The bridge gang was supplemented by a couple of hundred construction men who hastily removed the old steel structure, replaced the wooden trestles, relaid the track over the temporary bridge, and by almost superhuman effort had all arranged by 10 o'clock the evening. The day being fully opened, the first train was ordered to proceed from London. Shortly before 12 o'clock on Tuesday evening the "trial" train crept slowly along the first rail in charge of a pilot and an expert engineer of the C. P. R. staff.



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 THE EPICURE'S DELIGHT

Manufactured Solely by  
**The Embro Oatmeal Mills, D. R. ROSS, Proprietor**

Looking at Good Furniture Is INTERESTED IN BEAUTIFUL HOMES TO ALL WHO AFFORD THEM. We make it our business for YOU to furnish YOUR home HANDSOMELY and CHEAPLY. With spot cash we made good terms with you, when you see the magnificent array of Barneys in our store, ask you to take our word for this. In your own interest, can give you VALUE.  
**MITCHELL, ST. MARYS, ONT.**  
 Jure Dealer. Phone. 84. Funeral Director

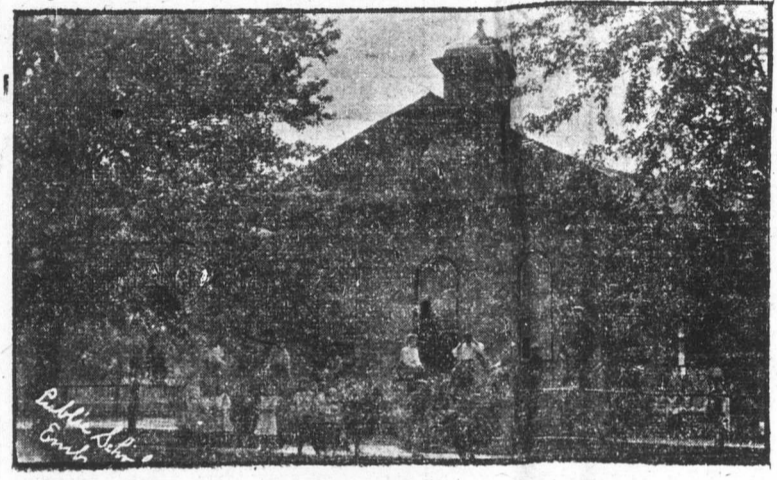
## The West Zorra and Embro Agricultural Society

A Short Sketch of One of the Oldest and Best of Township Fairs in the Province.

Over half a century has rolled away since the late Edward Huggins, D. R. McPherson, John Fraser and many others of the early residents of Zorra and Embro, organized the West Zorra and Embro Agricultural Society.  
 It was the year 1853, with Edward Huggins, President and John Fraser Secretary. Unfortunately we cannot lay our hands on the list of directors for this year, but later on we find the following list of officers, elected at the annual meeting, Pres., Edward Huggins; Vice-President, Alex. Clark; Sec.-Treas., D. R. McPherson; Directors, Wm. Ross, John Thomas McComb, L. S. Young, A. L. Murray, Wm. Kennedy, Ralph Kent, Richard Woon and Joseph Stanley.  
 In the early days there were field root competitions and ploughing matches which created the keenest rivalry, and it was a great day when the directors and judges drove from place to place to award the prizes for the best field of roots, and the ploughing match was the event of the year. It was considered an honor, and rightly so, to be the best plowman in the township. After the fair was over an annual dinner was

Embro's enthusiastic population viewed this initial train shortly after twelve o'clock. A number of the influential citizens boarded and in keeping with the fact that there had been no unusual features incident to the construction, the trial trip passed off without accident or inconvenience, the train arriving in St. Mary's, Dominion Day morning at 4.30 o'clock.

**TAKE CONTROL.**  
 The lease and control of the complete line known as the St. Mary's and Western Ontario Railroad passed into the hands of the C. P. R. on the morning of July, 1st, 1908. The first official train as scheduled and advertised left St. Mary's at 7.40 a.m. and continued according to arrangement to Woodstock. The Directors and Officials took in this first trip and were able to view with pride and satisfaction the handiwork resultant from their zeal and inspiration. A congratulatory assembly was held by them in the Town Hall, Embro at eleven o'clock, during which meeting the finalities were dealt with in complete detail. All things having been successfully finished and the deed done to the king's taste, we are unable to add that satisfaction resigned. These gentlemen though bulging with the complacency of satisfaction, were not effervescent. They returned to St. Mary's and other points and began immediately to concoct plans for the extension of the line to Sarnia. Latest report states that the line will be pushed forward during 1909. "There's fifty miles of road and we can build it in one year," say the experienced magnates. We believe it and wish them superlative success.



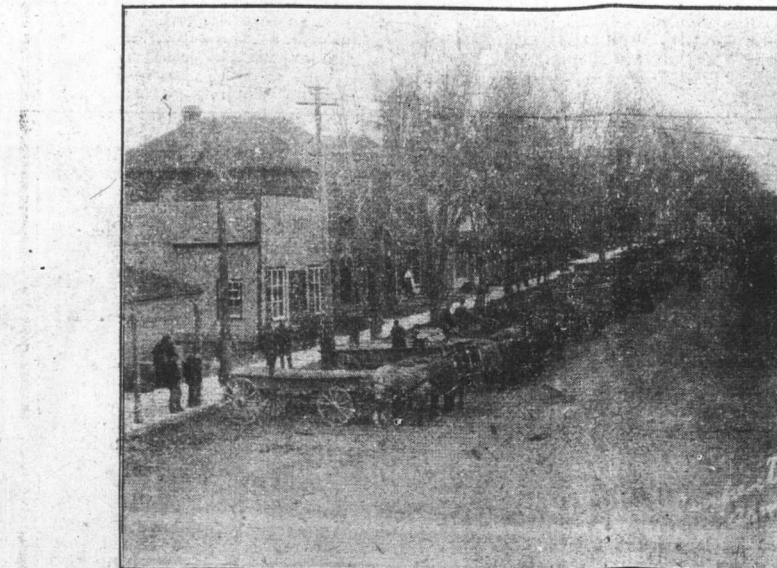
THE PUBLIC SCHOOL, EMBRO.

**STAND THE TEST.**  
 The St. Mary's and Western Ontario line has been open to traffic for but a short time, but long enough to show that no branch ever began with better prospects. The business carried on since the inauguration has exceeded the fondest expectations. Hundreds of people from Woodstock, St. Mary's, Embro and different points along the line make daily trips relative to their commercial interests. Many centres are taking advantage of the facilities offered to run excursions to various points of interest. The amount of freight already under way must be gratifying to the Directors as well as to the officials of the Canadian Pacific. This practically been completed with part of the contract has been carried out, they claimed, was due in a great extent to the indefatigable energies of Mr. Sinclair of Toronto, who had complete control of the work of construction. Each speaker thanked the citizens of Embro for the treatment they had received was beyond parallel. Comments were also made by the citizens present, including R. A. Dunca, E. J. Cody, Columbus Ross, Dr. Green, Mr. Crough-ton, Philip McEwen, Wm. Donahue, Mr. Beaver, Mr. Kunt and J. W. Gordon.  
 The meeting broke up with a round of applause for the Chairman, Mr. Sinclair, and Mr. S. Blair.



COMMISSIONER ST. EAST, EMBRO.

the exception of a few minor details, which have no effect upon the regular traffic. The station houses are nearing completion; no freight sheds are under way as yet, but ample provision has been made for the carrying of all freight shipped to the terminus to Embro. Express and ticket departments have been established and competent station masters are in charge. The St. Mary's and Western Ontario Company has done its part with a vim and a thoroughness that should meet the approval of every ratepayer throughout the section affected. Prospects for the future of this line continue to grow more luminous daily, as the reports are handed in. Those who have been instrumental in the construction may now rest assured that the project is sufficiently remunerative to guarantee the extension of the line according to the specifications already registered. The dream of Canada's commercial superiority may soon become vividly real in the face of such far-reaching enterprises.  
**A PLEASING ADIEU.**  
 As a suitable ending to the narrative herein contained, we take great



ANNUAL INSPECTION OF ARMY HORSES, EMBRO, BY CAPT. R. B. ROSS, EMBRO.

R., is 150 ft. long with a barrel of 78 ft. The work was looked after by G. C. McConkey, Resident Engineer, who is a graduate of McGill. It was designed to carry the heaviest traffic and is a splendid type of this species of work.

**ST. MARYS QUARRIES.**  
 The St. Marys and Horseshoe Quarries which lie on the outskirts of St. Marys contain a very easily worked sedimentary rock of great commercial value. The new road passes through both quarries. These will provide some hundreds of cars of material for weekly shipment, and will in themselves create immense revenue for the company. Owing previously to poor shipping facilities these quarries have not been financially "bonanzas," but great things are predicted for their future.

**ST. MARYS STATION.**  
 St. Marys C.P.R. station is in the lowest storey of the Gody Opera House, which is one of the most magnificent grey-stone structures in the whole corporation. This building is the property of The G. T. Carter, Son & Co., Limited.

**ROYAL EDWARD.**  
 Hotel "Royal Edward" of St. Marys is the delightful rendezvous of railroaders. Its genial proprietor takes pride in showing you the unique features. He has equipped a Coney Island bowling green in the middle of the Thames River. This is beautifully shaded by natural foliage and is surrounded by artistic flower beds of every shade and hue. To the tired traveller this spot should prove a veritable haven.

**ST. MARYS.**  
 St. Marys is one of the prettiest, busiest centres in Canada. Its export trade eclipses that of cities as large as Stratford. Its residential sections are well elevated, well drained and command an almost ideal view of river and forest. Its houses are nearly all grey stone structures of goodly proportion. People who live in St. Marys are particularly best.

**RAILWAY TRAFFIC.**  
 Traffic supplied the new road at St. Marys. The station item will be done from the various quarries. These will create a perpetual supply. The export and import trade of the large of the Thames River, owned by the G. T. Carter, Son & Co. The Richardson Foundry, manufacturers of dairy supplies. The Macleod Foundry, output of farm implements. These are but a few important factors in addition to immense shipments of farm produce and livestock. Owing to the excellent situation of the line, more than 75 per cent. of the general traffic will be tributary to it.  
 It is in the interests of St. Marys to support this road loyally in order to get back the bonus already invested.

## IN A DAIRY CENTRE

is Uniondale, and its Prospects are Bright—Much Shipping Done.

This station on the St. Mary's and Western Ontario Railroad, about six miles from St. Mary's on Lot 31, Con. 10, East Nissouri, is likely to become the centre of a thriving village in the near future. As it is admirably situated in the centre of an excellent dairying district, and possesses adequate means of exporting and importing all commodities it should prove a good shipping centre for a large surrounding area. The only business situated near Uniondale is the Farmer's Union Cheese and Butter Co., owned and operated by Mr. W. J. Atkinson of that place, who bought up the farmers' stock in the company some years ago. The factory has a ground plan 36 ft. x 72 ft., with basement under curing room fitted up for the keeping of both cheese and butter. This factory has been in operation continuously during the past five years. Its output of cheese during that time is as follows:  
 In 1903.....120 tons  
 In 1904.....157 tons  
 In 1905.....193 tons  
 In 1906.....203 tons  
 In 1907.....184 tons  
 During 1907, in addition to the 184 tons of cheese, 1826 lbs. of butter were manufactured. The cash receipts during the same year totalled \$48246.63. Mr. Atkinson informs us today that the make for June, 1908 amounted to over 40 tons of cheese alone, and that he is shipping a carload per week at the present time. Mr. Atkinson also informs us that he has built another new factory at Oliver, which will likewise use the St. Mary's and W. O. R. for shipping its manufactured product.  
 To Mr. Gilbert Greener falls the honor of naming the station. As an old settler and resident he circulated a petition and had such excellent success that the desire carried not only with the citizens but also with the railroad officials; hence Uniondale in honor of its flourishing industry.  
 A part of this month's shipping report is interesting.  
 July 3rd—1 carload to C. W. Riley, Ingersoll.  
 July 10th—1 carload to C. W. Riley, Ingersoll.  
 July 13th—1 carload to cold storage, Woodstock, c/o Mr. Robert Johnston.

## ABOUT ST. MARYS

A Brief Description of Some Principal Features as They Affect the New Road.

**THE SUBWAY.**  
 The subway under the Grand Trunk London branch at St. Mary's and which cost some \$20,000, is the first reinforced concrete subway under a railway in Canada. Its structure contains an experimental union of steel bars and concrete—the steel bars being furnished by the Corrugated Steel Bar Co., of Montreal, and known as the Johnston Bar. Plans and specifications were furnished by the Company's engineer, Mr. J. G. Macklin, who had charge of the line. These were approved by the Railway Commission and Chief Engineer of the Grand Trunk, previous to the excavation being started. It was designed to carry three tracks for the G. T.

ESTABLISHED IN 1856.  
**A. BEATTIE & CO.**  
 MARKET SQUARE, ST. MARYS.

## The Up-to-Date Store WITH An Up-to-Date Stock

With perfect buying facilities for furnishing goods to consumers direct from the makers.

FOREIGN BUYING OFFICES IN GLASGOW, SCOTLAND, AND LONDON, ENGLAND.

All goods are bought direct from manufacturers the world over for CASH, and only one quality—

## THE BEST

Nine departments with ample space and perfect arrangements for effective display of all goods, each under the charge of competent and efficient managers.  
 2,400 feet of floor surface devoted to merchandising of Dry Goods and Groceries in our St. Marys shop.  
 Large, roomy, perfectly lighted Millinery Show Room.  
 A complete and perfect Ladies' Ready-to-Wear Department with fitting rooms. Every garment made to fit without extra charge.  
 A modern Dress-making Department under charge of a successful, competent modiste, where perfect fits are ensured at moderate prices.  
 An Up-to-Date Ordered Clothing (for Men) Department; City styles at a third less than city prices.  
 HOUSE FURNISHINGS—A complete Department, to meet all modern requirements.  
 LADIES' WAITING ROOM—With Toilet Room and Lavatories for the convenience and comfort of our lady patrons.  
 LADIES' FITTING ROOMS and CLOAK ROOMS—Second floor.  
 MEN'S FITTING ROOMS—First floor.

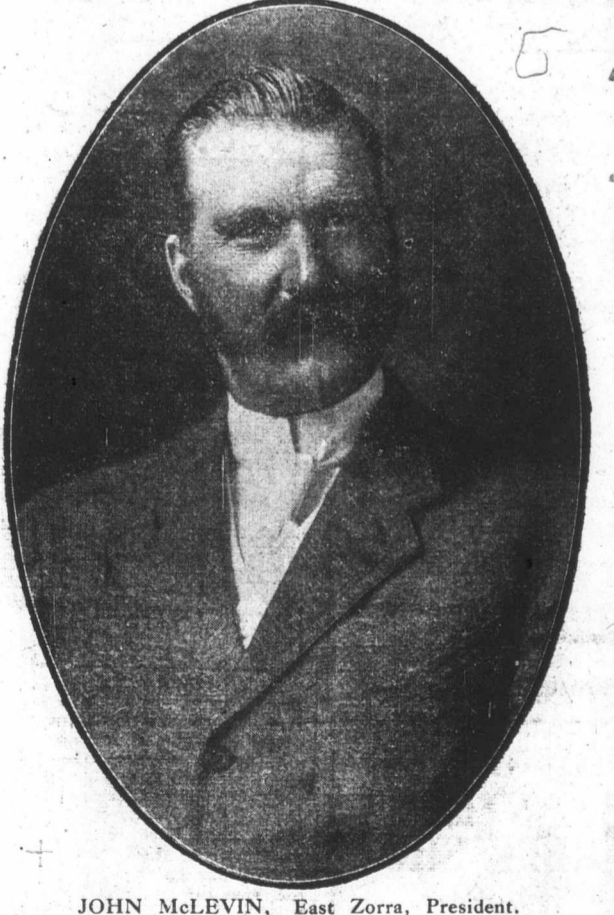
## A MODERN SHOP

in every respect, with perfect light, roomy aisles, ample room, and every facility for the proper display of goods.  
 A shop bright, cool and comfortable every day in the year, where shopping may be done intelligently, comfortably and with perfect satisfaction by our patrons.

WE AIM ALWAYS TO PLEASE YOU.

**A. BEATTIE & CO.**  
 Market Square St. Marys. Main St., Thedford.

## The Western Farmers' Weather Insurance Mutual Company



JOHN McLEVIN, East Zorra, President.

Organized in 1904. Total Insurance to Date \$3,000,000

## Insures Buildings, Farm Stock and Wind Mills for damages by Cyclones, Wind Storms and Hurricanes.

IT pays honestly and promptly all its losses.  
 ITS business is purely on the mutual plan. No assessments will be made if no losses, except for management expenses.  
 IT insures all descriptions of farm buildings, country school houses and churches.  
 IT pays for stock killed or injured by buildings destroyed by windstorms.  
 IT pays for stock killed by falling trees resulting from windstorms.

President - Jno. McLevin, East Zorra.  
 First Vice-Pres. - Jas. Donaldson, Perth Co.  
 Second Vice-Pres. - S. R. Wallace, Oxford Co.  
 Sec.-Treas. - E. L. Sutherland, Embro.  
 Managing Director - P. J. Payton.  
 Directors - T. O. Robson, Jno. Davidson, Jno. Youngs, Dougal McDonald, W. W. Murray, Geo. J. McKay, Col. Ross, Geo. McIntosh, Jas. Richardson.



## Reesor's Book Store

ST. MARYS.

Our Stock of Books is Large and Varied

Standard Sets, some at \$1.25. Others up to \$20.00 or more.

A fine line of Presentation Books at all prices.

SCHOOL BOOKS AND SUPPLIES

We make a specialty of BIBLES

A small Bible at 25c. Leather bound at 50c and up.

Clear type, reference, index, India paper.

Teachers' and Family Bibles.

Hymn and Prayer Books for the different churches.

STATIONERY in all its branches.

SPORTING goods of all kinds.

FANCY goods in great variety.

Everything Electrical

Medical Batteries at the RIGHT price.

PARKER'S LUCKY CURVE Fountain Pen is the one that inks the point and not the fingers.

L. H. REESOR  
ST. MARYS, ONT.

## REMEMBER OCTOBER 1st EMBRO FAIR

Remember that we lead in building Fancy Harness for Fall Fairs.

And remember that our prices are right.

D. M. SUTHERLAND  
Harnessmaker.  
Albion Block, EMBRO

## BANK OF MONTREAL ST. MARYS

CAPITAL and REST, \$26,000,000.00  
INTEREST paid in Savings Bank Department 4 times a Year.  
MONEY sent to all parts of Canada and the World.

Bank Phone No. 14.  
Manager's House, No. 24.  
JNO. LESLIE, Manager.

## THE CENTRAL BARBER SHOP

EMBRO, ONT.

Up-to-date appliances used with the resultant skill of experience.  
KARN'S ANTISEPTIC HEAD RUB is a wonder worker. Try it.  
KARN'S CREAM OF ROSES allays all irritations of the skin.  
Work well done is a pleasure to both parties. Be pleased. Call on

WM. KARN,  
Commissioner Street.

## J.W. GORDON

Harnessmaker - Embro

Manufacturer of Light and Heavy Harness

One of the oldest established custom shops in Ontario.

Fine Carriage and Single Harness a specialty.

## EMBRO RECEIVES NEW LIFE AND GREAT HOPES ARE HELD FOR FUTURE

The Village of the Past and the Present—A Story, Historical, and Dealing With Men, Conditions and Business Enterprises.

"Lives there a man with soul so dead Who never to himself hath said: 'This is my own native land!'"  
To begin at the beginning of Embro's history and record the varied happenings of her existence up to the present moment would require much time and interminable space. Nearly eighty years of Ontario history records the name, the location and the progressive capabilities of its people. Two generations who witnessed its early formation and growth have long since passed into silence and with them has disappeared much of the authentic data of time and place. The late Rev. W. A. Mackay, D. D., in his history of the "Pioneers of Zorra," outlines for us an exhaustive story of the early formation of Zorra as a people and as a municipality.

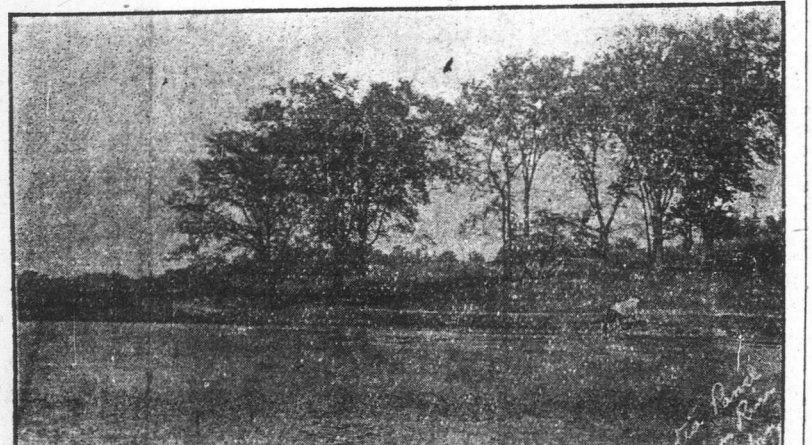
At Zorra's earliest inception and mutual with its interests morally, socially and commercially, we place the founding of the village of Embro. Earliest relative tradition points out that "mid the northern Highlands of Scotland, nestling in all its archaic sweetness of habitation and surrounding, Scotland's Embro flourished in its own small way during the eighteenth and nineteenth centuries. From this fair scene many a brawny son set forth to brave the tempest-tossed sea in an endeavor to seek wealth and fame in a much-heralded 'New World.' We would surmise that some such pilgrim finding in Zorra an echoing harmony with his boyhood's ideal, finding home of past years reproduced in natural surroundings—not so much in rock as in quietude—cried forth his soul's admiration. 'This is Embro.' And he named it thus, and Embro it has remained to this day. Who has not heard of Embro? Many a place has its name on the map, and therewith ends its fame. Not so with the metropolis of Zorra—this the mecca of New Scotland, this, the rendezvous of the Canadian Scot,—the Heelenman's delight. Poets have sung in glowing rhapsody of the characteristic beauties of their 'boy-time' home or their native hamlet, but though still in our memory we venture to say that the Embro of our affection has beauties that would serve to inspire the grandest of poets. The poet's ear but trained to listen to its praise. But—there's the rub. The



HURON STREET SOUTH, EMBRO.

are handsome edifices with large and flourishing congregations. Knox church, Embro, is the central figure in Zorra's history. The congregation was organized in 1830. The first edifice, which was a log structure, was erected in 1832, and was known as the "Log Church." In 1836 the log building was removed and what was known as the Old Kirk erected in its place. The present edifice was opened in 1863. The congregation of Knox, today represents four hundred, Embro and Zorra families. Embro public school is an eminently successful institution, doing all grades of public school work and has a Continuation class of the progressive type. We venture to say that this little building has turned out as many professional men of high standing as any school of its kind in Canada. The village banking interests are well looked after by a flourishing branch of the Traders Bank of Canada, managed by Mr. M. M. Macgougan and a private bank owned and managed by Col. Jas. Munro, ex-M. P. Savings departments are initial features of each bank. Two ample hotels, the Albion and the Commercial, cater to the wants of all comers and afford splendid accommodation to the tourist or commercial traveller. The largest industries include two flour-mills and an oatmeal mill, all of which obtain sufficient running power from the waters of the Thames river. The Embro oatmeal mills owned by J. R. Ross, and situated on the south bank of Ross'

damns have been built across the respective rivers forming ponds which besides having a commercial value, teem with bass in great variety and also afford a profusion of boating and bathing to the pleasure seeker. The northern extremity of the village is also bounded by the Thames river leaving a clear view of woodland to the west. Embro has taken ample time to attain its present growth. Having been incorporated as a village nearly fifty years ago, in all ways it has a home-like appearance. It is well laid out, artistically built in all details and possesses a natural beauty that is accorded to even few Canadian villages. She possesses three churches, a Methodist, Congregational and a Presbyterian, all of which



TOWN HALL, EMBRO

Zorra Scot is canny—verra canny. Think you for a moment that he would continue to forego pen and quill in favor of his loved one? Not he. "Where are ye frae, maun?" greets the enquiring scribe. "Ye'll no ken muckle about Embro, ye yon have never lived here. But, maun, she's a gran toon, fairly gran. I must be movin' on to the post office to get the wee bit paper frae Jamey McDonald o' Toronto. I bid ye good-day." Some would perhaps consider this ill-treatment. This is evasion, Scottish evasion. No man has greater love for his home, his village or his country and no man loves to laud in fonder terms—but no gossip is distilled until sufficient acquaintance has been established to guarantee confidence. Show to the Embroian that you can be trusted, parallel his views, sup with him and "ye'll get along"; but trample ever so little on the toes of his moralistic views, and oppose his ideals or his politics and your name is Dinns. This is but a first conviction.

Pond, manufacture the "parritch" element only. This mill is run by both water power and steam which unitedly furnish a working capacity of 75 horse power. The importation of oats is confined to the local district only. The manufactured product is consumed principally in Embro and West Zorra. The district surrounding Embro is noted for its production of clean, weighty meaty oats, which yield the best oatmeal ever ladled into an appetizing confection. Three grades, the Rolled, the Standard and the Granulated, each representing a different process of manufacture, are produced. The celebrated brand "Superior Rolled Oats," will now become famous throughout Canada, for as Mr. Ross informs us, the presence of a new railroad will enable the mill to run at its fullest capacity. An elevator with a capacity of 30,000 bushels has been erected and prospects are bright for the future of this industry. Mr. John Middleton, the general manager, claims that the Early Vic and Banner varieties of oats eclipse all others in quality and production—and he should know. The Embro Roller Mills also situated on the Thames river on the west bank of Boxall Pond are owned and operated by G. H. Boxall. Besides producing a superior grade of flour these mills do a large percentage of the custom chopping for West Zorra. They are equipped with the most modern machinery for manufacturing flour, including in addition to the complete roller outfit, the Plan Sifter System, which is the latest scheme in successful milling. Mr. Boxall has constructed a 130 ft. cement dam across the river, the volume of water derived gives a 50 horse power drive and in addition to this a 50 horse power steam equipment is in use. Lack of shipping facilities have thus far prevented the product of these mills—Oak Leaf Fam-

EmbRO OF TODAY.  
The thriving village of Embro, with a population of slightly over eight hundred, occupies a naturally elevated area of some 1400 acres in the heart of West Zorra. Its limits are wholly confined within the Western angle formed by the St. Marys and Western O. R. with the main line of the Canadian Pacific. It commands a view of striking beauty, wherein are intermingled some of nature's finest handiwork in forest, ravine and field of golden fertility. The eastern and southern boundaries of the village are intersected by the Thames River and the Mud Branch, both of which furnish excellent hydraulic power for mill purposes. Three large cement



CONGREGATIONAL CHURCH, EMBRO.

ily Flour—from becoming a universal favorite. During the past it has cost 2 1/2 cts. per bus. to import wheat and sets per cwt. to ship the flour. This exorbitant outlay has prevented a satisfactory competition, but the way to a future success is already paved. The Embro Electric Light plant forms a part of these mills. A large dynamo was installed some years ago and is run by water power, and generates enough electricity to light the whole village. This in itself is a great boon as sufficient power is available to improve the output of energy whenever the village develops to larger proportions. The Scotia Flour Mills, owned by Mr. Wm. Hamilton, possesses all the good qualities of the other Embro mills. It manufactures flour almost exclusively, producing the Daisy Brand, which name marks of Zorra cooks claim to be no misnomer. The new railroad passes near these mills and has already solved the problem of transportation.

MERCANTILE SECTION.  
The general mercantile business of Embro is carried on by a galaxy of active and progressive merchants.

W. J. DILLANE has the largest store on Huron St. He is a general merchant with intimate knowledge of every person's wants. His store, which is a marvel of capacity and production handles the biggest stock in Embro, including all lines of Dry

GEO. W. COOPER, Commissioner Street, deals in all lines of Wall Paper, Stationery, Trunks and Valises, carrying a wide and well assorted stock.

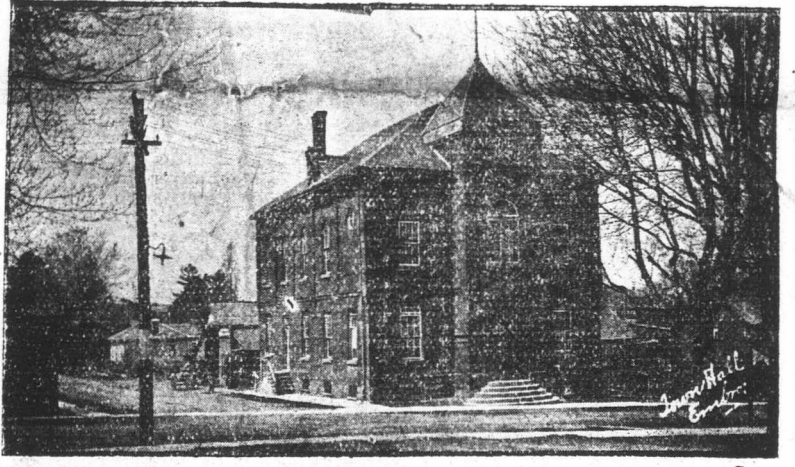
WM. KENNEDY, Huron Street, handles a complete line of farm implements, including Barrie Buggies and Maxwell Farm Implements, making a specialty of Rakes, Binders and Mowers.

D. M. SUTHERLAND and J. W. GORDON are the exclusive saddlers of the village. Both are kept working over time to keep up with the demands for double and single harness and various farm necessities.

THOS. PORTER, Druggist, has the only Drug Store in Embro. His large and well assorted stock on Commissioner Street contains the necessary ingredients for every customer's constitution. His array of wall paper is second to none in Zorra. This store is also the advertising station for the Bell Telephone Company.

WILLIAM KARN is Embro's leading tonorial artist. His shop on Commissioner Street is ideal in location and equipment. For quick, neat work well done, "William" takes the cake.

Embro has a trio of Blacksmiths—Graham Mackay, Commissioner St., Andrew Macdonald and Hugh Gordon, Huron Street. Horse shoeing is the specialty. General work is sup-



RESIDENCE OF DR. GREEN, EMBRO.

Goods and Groceries.  
G. H. MUNRO, General Merchant, Commissioner Street east, has a well classified store in the hands of a competent staff. Mr. Munro also makes a specialty of Dry Goods and Groceries.

E. J. CODY, General merchant, Huron Street, has the oldest established business in Embro. He has been clerk and treasurer of Embro for 30 years, is the pioneer village and has been actively engaged in mercantile pursuits during the past 44 years.

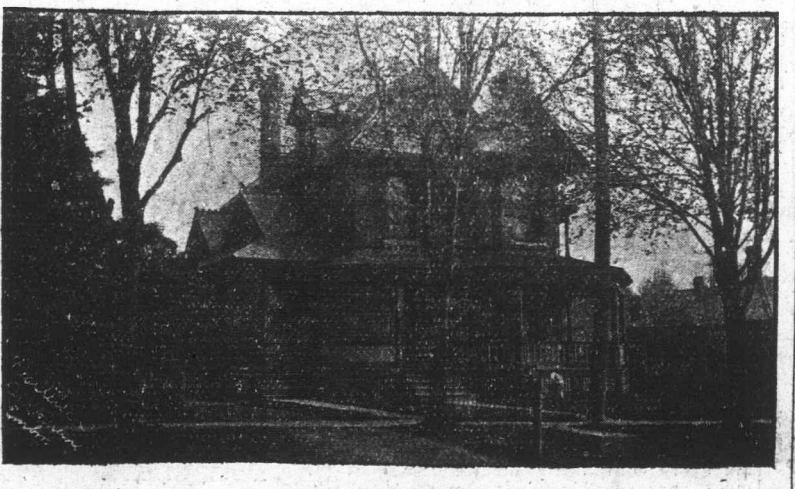
THOS. HOLAHAN, across the way, Huron street, has a large and well assorted stock of groceries and carries on a large trade with the outlying district.

JOHN FAIRBAIN, Grocer, corner of Huron and Commissioner streets, deals in all lines of first-class groceries and well assorted stock is second to none in Oxford.

WM. GEDDES, Hardware Merchant, corner of Huron and Commissioner Streets, carries a full line of hardware and Stoves. He is also the headquarters for cement in large or small quantities.

HECTOR SUTHERLAND, Furniture dealer, Huron Street, has an excellent stock of the latest and best household furnishings, chosen with regard to both price and quality.

W. H. BEAVER, Artistic Tailor, Commissioner Street, has an excellent cutting and fitting department, and also carries a full line of ready-made clothing and gent's furnishings.



RESIDENCE OF DR. GREEN, EMBRO.

# STONE BUILDERS ATTENTION!

The Thames Quarry Company  
ST. MARYS, ONTARIO

Is prepared to furnish

All Kinds of Building Material

Rubble, Coursings, Shoddy, Footings, Flaggings and Material for Road Bottoms.

COURSINGS, in sizes ranging from 5 to 16 inches—very smooth on beds.

SHODDY, in like proportion to coursings.

## CUT STONE OUR SPECIALTY.

Door Steps, Window Sills, Window and Door Heads.

Church and School House Trimmings

Best Ontario Strata. Shipped by G.T.R. or C.P.R.

All Prospective Builders should correspond with

JOHN BONIS, Manager.  
Phone. 110. Box 206

# CHALMERS' HARDWARE

St. Marys Ontario

CONTAINS A COMPLETE LINE OF

## Souvenir Ranges

## Sherwin-Williams Paints,

## Stains, Oils, Varnishes

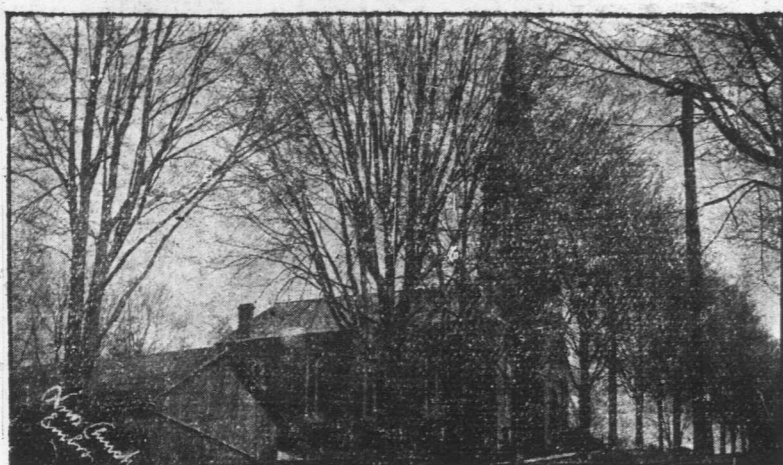
## Glass, Putty,

GENERAL HARDWARE OF EVERY MAKE AND DESCRIPTION

# Jas. Chalmers

The Corner Hardware Queen St. West, ST. MARYS





KNOX CHURCH, EMBRO.

It him—there is a something about it that tempts the general public. Its showing of horses, cattle, sheep, swine and poultry creates an unbounded interest and competition. Its "crystal" palace is always a pleasurable retreat for young and old. We would indeed consider ourselves doers if we could not shout "Long Live Embro Show."

EMBRO OF THE FUTURE.

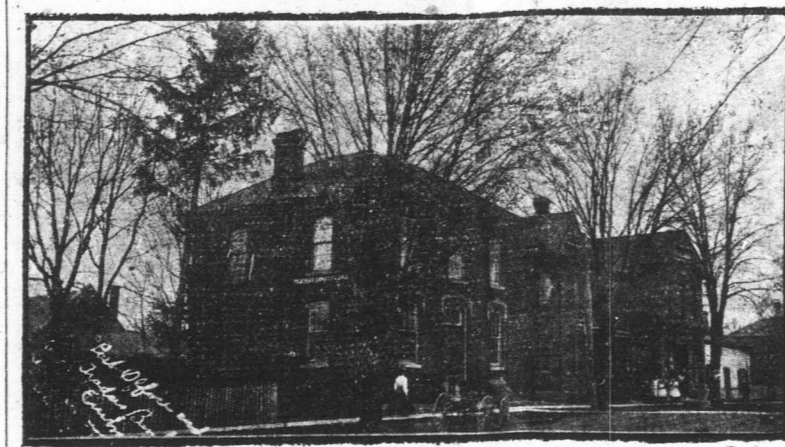
Embro has stood still long enough. Its growth not being of the fungus variety and its foundation not without educational and financial stability; it is now ready to take into itself imperialistic views and attain to something infinitely greater than heretofore. Embro is certain to be a railway centre. The line from St. Marys to Sarnia will be completed, the road from Embro to Stratford to Collingwood will be completed, the extension from Ingersoll to Embro will soon be under way, these are certainties. Embro will be a distributing centre for a greater part of Western Ontario. She will be a milling centre with immense export trade in brick and tile yards are available to the north of the village; these will be developed. Elevators for the storage of wheat and oats are to be erected at once. Stock yards are already under way. Hundreds of "double deckers" of hogs and cattle will leave Embro monthly. Why not have a Park, Factory? There is every facility. The "city fathers" have looked out for local industries. Every fine inducement will be given to magistrates wishing to start a thriving business in a booming centre. Water power is going to waste; this must not be. Embro should manufacture millions of cement brick; she has gravel of the best quality and greatest quantity—a factory in north Embro would flourish, without doubt. The village has been in its chrysalis stage over-long. It should now flourish forth into new life, new energy and growth! Raw material may now be imported at minimum cost, the manufactured article can be shipped at a greatly reduced rate. The Embro council can afford to grant substantial bonuses to prospective industries. Small establishments, which are enticed at first; give the people

surer of municipality. Joseph Bartley, farmer, Geo. Campbell, carpenter, Lieut. Col. Jno. Dent, Geo. Duncan, M. D., John Duncan, farmer, Farnsworth & Murney, founders, Geo. Forest, general merchant, Duncan Fraser, grocer, Wm. Geddes, carriage maker, William Grant, tailor, Jno. Gunn, farmer, Angus Henderson, tinsmith, Thos. Hicks, proprietor of flour mills, Rev. J. B. Johnson (Wesleyan), Jos. Laycock, proprietor flour mills, Hugh McAuley, tinsmith, A. McDonald, councillor, Jno. McDonald, manufacturer, Red-erick, McDonald, carpenter, McDonald & Urquhart, carriage makers, A. A. McKay, councillor, Daniel McKay, painter, John McKay, grocer, Robert McKay, farmer, Rev. Donald McKenzie (Free Presbyterian) D. R. McPherson, insurance agent, John Mann, general merchant, D. Matheson, postmaster, Donald Middleton, farmer, Wm. Midgley, stock dealer, Peter Mitchell, hotel keeper, Donald Munro, butcher, Jas. S. Munro, tailor, Petton & McKenzie, general merchants, Henry Ross, teacher, J. M. Ross, proprietor of flour mills, Wm. Sharp, brickyard, Chas. Straubel, saddler, W. E. and H. Sutherland, cabinet makers, Jno. H. Thorne, carpenter, William Welsh, cooper.

A SUPERIOR OUTPUT.

A list of members of the Knox Church congregation, Embro, who studied for the Gospel ministry since 1832.—Revs. Wm. Campbell, Ph. D., John Parkley, Wm. Forrest, H. R. Fraser, B. A., Alex. McKay, D. D., Angus McKay, Prof. Donald McKay, Ph. D., Donald G. McKay, George McKay, George D. McKay, Geo. L. Mackay, T. D., Hugh Mackay, James Mackay, Jno. Mackay, John Mackay, B. A., Murdoch Mackay, Peter Mackay, R. P. Mackay, M. A., Wm. Mackay, Wm. A. Mackay, D. D., Wm. Mackay, Alex. C. McKenzie, D. D., Alex. McLeod, B. D., Lachlan McPherson, Donald Morrison, David L. Murray, M. A., Nichol Nicholson, Jno. Ross, Peter R. Ross, Jno. C. Stewart, B. A., David Sutherland, Hugh C. Sutherland, B. A., Jno. R. Sutherland, D. D., Wm. C. Sutherland.

journey before reaching the station,— a fact which detracted greatly from the day's pleasure and made material difference to the business man who is always in a hurry. Lakeside has all the requisite complements of a village, including orthodox sections of commercial and professional activity. The two large general mercantile stores do an immense country trade. These deal in all saleable lines according to the demands of the farmer. Mr. Ford, general merchant, is erecting a large two story brick addition to his store in order to keep up with increase of trade already noticeable. A branch of the Farmers' Bank of Canada will occupy part of the new building. Hotel Lakeside, a temperance institution (near the lake) affords splendid accommodation to all visitors. The proprietor makes special provision for taking care of picnickers' horses, having large and well equipped feed-stables for that purpose; it is not difficult for even the casual observer to predict great things for this village. This centre of a township that produces three loads of hay per acre, sixty bushels of oats and forty bushels of wheat per acre, turns out hundreds of sleek, symmetrical beef cattle, such excellent, well-bred dairy herds, holds the reins of the best and rangiest of horses, and possesses orchard after orchard of luscious fruit that produces a large two story brick addition to his store in order to keep up with increase of trade already noticeable.



POST OFFICE AND TRADERS' BANK, EMBRO.

outlet. It has got it. Stock yards are being erected in Lakeside today. The Woodstock Cereal Company will erect a large elevator in the village at once capable of storing the influx of wheat, oats, peas and barley. Lakeside is to have a condenser during the coming year, according to reliable authority. The Cartier Milling Company of St. Marys are not going to allow all that grain to come to Woodstock. They already evidence signs of activity. Lakeside is to be the inland summer resort of Western Ontario. Read the doings at Lake Dalrymple.

LAKE DALRYMPLE—LAKESIDE.

Lying at the end of a three minute walk from the village of Lakeside, slightly to the west and a half mile of the St. Marys and Western Ontario Railroad, is a magnificent sheet of water covering slightly over one hundred and twenty-five acres. This is Lake Dalrymple, or at least we make bold to call it thus. To the village it is a part of Lakeside and is never named as such. A greater part of the lake is owned by Mr. Wm. Dalrymple of Lakeside, who also possesses the fine farms bounding it in the south and west. The railroad skirts the eastern extremity, beautiful groves of maple bound the west and a couple of majestic pine trees in the south. Unlike the ordinary sheets of water, that are sur-

round by long stretches of burning, "freckling" sand, and approached by almost inaccessible hills, this lake spreads out on almost a dead level with the bounding landscape. One can stand at any point and see over the whole body of water, so even is the outline. Its waters are fresh and cool, being supplied by springs. Its breezes are free of germs and the stale odor of standing water. This is no frog pond, nor is it a mill pond, but a picnickers' paradise. There is no waste of land on any side of the lake. Beautiful fertile fields form a continual background to the scenic ideal, as far as the eye can reach in any or all directions. Majestic shade trees are available at every point of vantage. Acres of good, old-fashioned huckleberries abound to the south and west, coming right up to the water's edge at points. This abundance of fruit is now in its prime and enticingly ready for anyone who is inclined to pick and eat. This is certain to be a favorite summer resort. Mr. Dalrymple has already built a large pavilion to the south, has erected tents for the accommodation of visitors. Every conceivable delicacy can be purchased at the pavilion and the size of the dishes of ice-cream should satisfy even the young ladies of Woodstock. Music is supplied on all occasions of festivity. An excellent floor for dancing has been provided for the use of all-comers. Sail-boats and gasoline launches ply the lake constantly. A fleet of canoes and row boats are at the disposal of all so inclined. The owner has his eyes fully opened to the opportunities placed before him by the presence of a new railroad. He intends furnishing every equipment and every enjoyment that will serve to make this lake an ideal pleasure ground. He has the spirit, the commercial enter-

prise and the financial backing, and all who are interested in Lakeside will wish him well. Telephone connection has been established between all points of interest. Boat houses are under construction; bath houses and all facilities for bathing are to be provided in the near future. The lake has an excellent bottom to the south and east, according to the statement of those who have bathed in it. Some parts of it are about 70 ft deep. Near the north shore are beds of the most beautiful water lilies of different species. You who enjoy natural beauty at its best, who love the quiet of a purely country scene, pure air, pure food, and pure health-giving pleasure will find at this resort the fulfillment of the fondest ideal. Accommodation can be furnished to all visitors at Lakeside Hotel. Local business men are erecting commodious dwellings near the lake at the present time, others will be built if the influx guarantees such. In short the people of this once wayside hamlet, this formerly easy-going, self-satisfied people have awakened to the immense of their opportunities, and concede at last, that the surroundings of this very homes, possess those peculiar beauties for which the outsider is diligently searching the world over. Personally—if I can unite all the pleasures of an ordinary summer resort with all the beauties of a country scene, can supplement the total with all the good things that inspire the appetite at home or abroad;

then will I be satisfied.—For this reason, do we laud Lake Dalrymple.

Now Has a Chance to Become Famous—All the Accessories are to Hand, and Just Require Use.

BENNINGTON, which is about five miles north west of Embro on the St. Marys and Western Ontario Railway, should prove to be another shipping centre of vital importance to the commercial greatness of Western Ontario. This village, like Uniondale, is a butter and cheese making centre. Bennington factory has made a name for itself during past years, and produces great quantities of the best Canadian product. Mr. F. A. Thompson, the genial manager, is a scientific maker of wide experience. The large farms which surround this centre are devoted principally to the raising of fat cattle in addition to the industry already mentioned. Large herds of the finest of Durham cattle can be seen from the car window, as one is whirled across the landscape. Every farmer in this section is a competent judge of cat-



RESIDENCE OF D. R. ROSS, EMBRO.

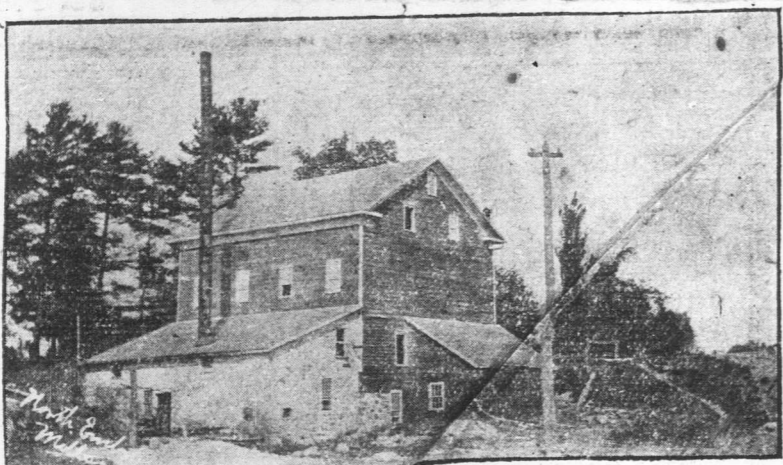
GREAT ADVANTAGE TO LAKESIDE

n Railroad Accommodation—A Thriving Village of Much Promise—Fine Summer Resort at Lake Dalrymple.

This thriving village lies about midway between Embro and St. Marys, in the township of East Nisour and on the St. Marys and Western Ontario Railroad. No contemporary towns or villages lie closer to its limits than eight or ten miles, leaving an enormous area of excellent farm land tributary to it in all directions. Farmers resident within this section previous to the present railway accommodation, were forced to haul their grain and other farm produce to Beachville, St. Marys, Stratford or Ingersoll. Reliable stock markets were eighteen and twenty miles distant. Any one who has had experience with fat cattle can readily imagine the deterioration this overland trip would incur. Farmers or villagers wishing to take a pleasure or business trip by rail were compelled to drive a goodly

round by long stretches of burning, "freckling" sand, and approached by almost inaccessible hills, this lake spreads out on almost a dead level with the bounding landscape. One can stand at any point and see over the whole body of water, so even is the outline. Its waters are fresh and cool, being supplied by springs. Its breezes are free of germs and the stale odor of standing water. This is no frog pond, nor is it a mill pond, but a picnickers' paradise. There is no waste of land on any side of the lake. Beautiful fertile fields form a continual background to the scenic ideal, as far as the eye can reach in any or all directions. Majestic shade trees are available at every point of vantage. Acres of good, old-fashioned huckleberries abound to the south and west, coming right up to the water's edge at points. This abundance of fruit is now in its prime and enticingly ready for anyone who is inclined to pick and eat. This is certain to be a favorite summer resort. Mr. Dalrymple has already built a large pavilion to the south, has erected tents for the accommodation of visitors. Every conceivable delicacy can be purchased at the pavilion and the size of the dishes of ice-cream should satisfy even the young ladies of Woodstock. Music is supplied on all occasions of festivity. An excellent floor for dancing has been provided for the use of all-comers. Sail-boats and gasoline launches ply the lake constantly. A fleet of canoes and row boats are at the disposal of all so inclined. The owner has his eyes fully opened to the opportunities placed before him by the presence of a new railroad. He intends furnishing every equipment and every enjoyment that will serve to make this lake an ideal pleasure ground. He has the spirit, the commercial enter-

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EMBRO ROLLER MILLS, OWNED BY G. H. BOXALL.

of Embro a taste of commercial progress and basing argument upon our knowledge of human nature, we predict a rapid concurrence with larger ideas. The residential part of the village must be increased at once. New industries will spur influx of population. Don't crowd the new commodious dwelling and the beauty of surrounding will revolutionize his ideals if they are below par. Embro needs still better hotels, more sanitary surroundings, more ample rooms, better sitting rooms more sanitary surroundings. The public demand it and will patronize accordingly. Every business man who has money to spare should buy lots in Embro and commence building at once. Real Estate will never be as cheap again as it is now. Those gentlemen who have much "here" moulding in secreted stockings have had chances of their lives to invest and obtain large dividends. The psychological moment in Embro's existence has arrived; whoever seizes that moment and makes use of it will indeed be "twice blessed."

EMBRO IN 1869.

From an old Directory of the Dominion of Canada, we derive the following list of those doing business in Embro in those early days. Only six are still living, namely,—Messrs. F. J. Cody, F. Heron, Dr. Henry Adams, David Ross, Hector Sutherland and John Hodgkinson. Deceased are,—James Adams, trea-



SCOTIA MILLS, EMBRO, PROPERTY OF MR. HAMILTON.



ATHLETIC DAY Monday, September 14th

DOG SHOW commences TUESDAY, 15th.

MANY NEW FEATURES THIS YEAR.

ATTRACTIONS:

Grandier than ever. Plenty of Music. Kemp's No. 1 Wild West Show and many other performers. Write for Programme.

GRAND DISPLAY OF FIREWORKS EVERY EVENING.

Best Live Stock Exhibition in Western Ontario. Better Accommodation

Increased Prizes

TICKETS (5 Admissions for \$1.00) on sale till Sept. 1st.

Prize Lists, Entry Forms, and all information given by

W.J. REID, Pres. A. M. HUNT, Sec.

Bowman & Co. INGERSOLL.

Headquarters for Pianos and Organs

Sewing Machines, Phonographs and Records, Sheet Music and Musical Merchandise of All Kinds.

AGENTS FOR Gerhard Heintzman Pianos

THAMES STREET INGERSOLL.

Planing Mill SASH AND DOOR FACTORY

OUR PRICES THE LOWEST. OUR MATERIAL THE BEST.

We carry the most complete stock of Lumber, Lath and Shingles in this locality. We handle only Highland Cedar Posts.

Don't contract until you get our prices. We can save you money on your building.

Brown & Company, Limited. LUMBER MERCHANTS.

Telephone No. 1. St. Marys. P.O. Box 335



# ROYAL EDWARD HOTEL

Queen Street, West, St. Marys.

ADMIRABLY SITUATED FOR THE ACCOMMODATION OF ALL TRAVELLERS COMING IN ON THE ST. MARYS & W. O. R. RAILWAY.

Spacious Sample Rooms. Bowling Green and River Park in Connection.

Heated by Hot Water-- Numerous Baths.

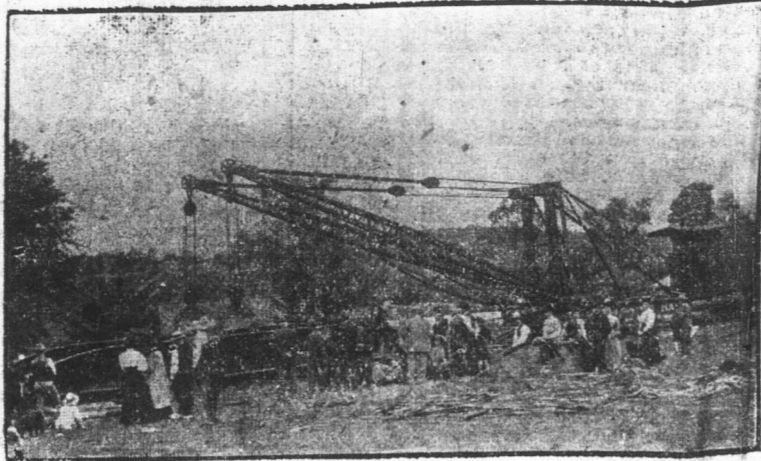
All ELECTRICAL Conveniences.

Most Modern Improvements.

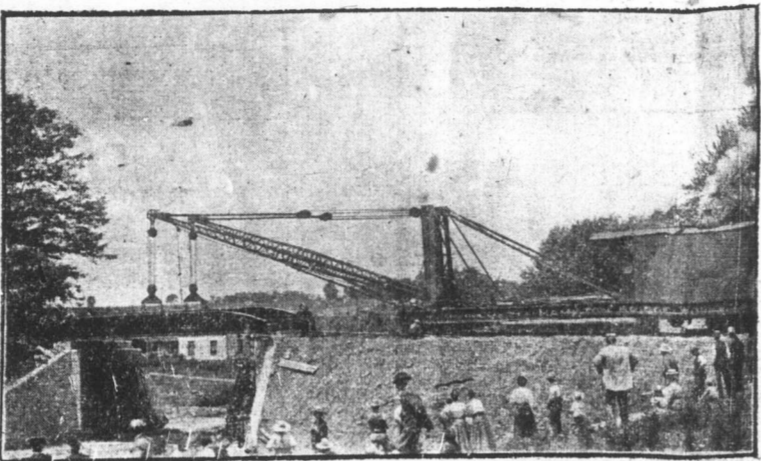
RATES \$1.50 PER DAY.

JAS. A. McLAREN, PROPRIETOR.

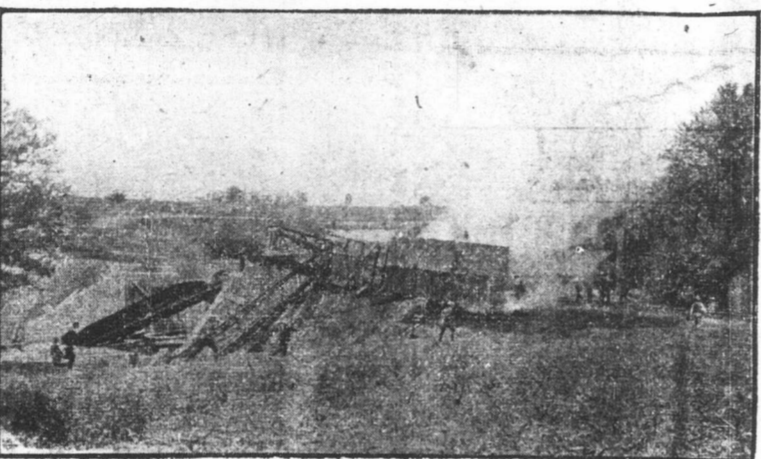
## AN ACCIDENT IN FOUR STAGES.



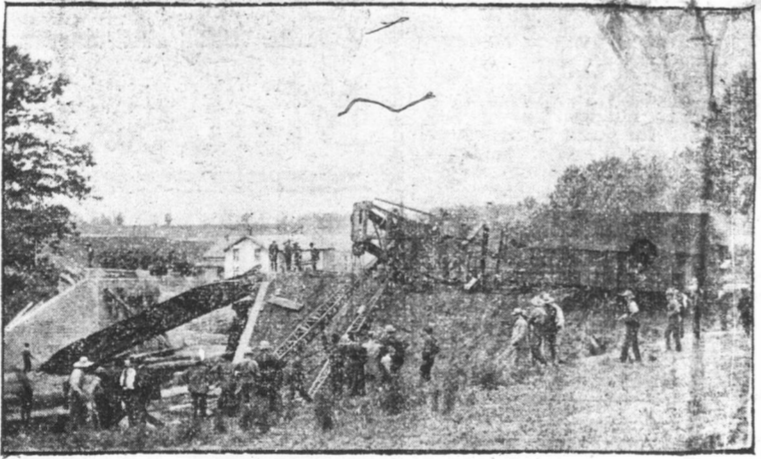
PREPARING TO LIFT IT INTO PLACE.



PLACING IT IN POSITION.



AT TIME OF THE COLLAPSE.



AFTER THE ACCIDENT.

## WHITE'S DISPLAY OF MILLINERY

Splendid Showing of Prevailing Modes Viewed by Many on Opening Day.

From Sentinel-Review of Sept. 10.

The John White Co.'s establishment presented an unusually attractive and brilliant appearance today, it being the annual Fall and Winter millinery opening. At a very early hour the handsome show rooms were thronged with an animated crowd of women who were lost in admiration of the lovely things gathered from the various marts of the old and new world for the adornment of their kind. The show room had been freshly painted in pure white which made an advantageous background for the brilliant display. Palms and cool green ferns were used lavishly in decorating, while lovely hanging baskets of trailing asparagus fern were suspended from the ceiling and altogether made a charming picture. The millinery department is still in charge of Miss Goodall, whose taste is unquestionable and who has made an individual study of styles and colors best suited to her numerous patrons. The hats were never lovelier and suited to the new style in gowns known as the Directoire. There are Directoire gowns, Directoire suits and Directoire hats. A word as to shapes. The hats are extremely large, some with flaring brims, others drooping gracefully over the hair and others rolling becomingly from the face and though large they are so shaped as to fit the head snugly. Of course the coil-fure must be well built out to bring out the style and smartness of the headgear. Among the smaller shapes the turban is a leader. Softly draped toques fitting nicely into the head are also good style. Among the newest hats are the satin covered hats in all shades. There are also heavier felt hats, velvet covered hats with satin facing, and satin covered hats with velvet facing. Another novelty used is

chamois combined with fur, Terry velvet and plush. Furs are also used for entire hats or in combination with other materials. The furs mostly used for this purpose are mink, ermine, black Persian lamb and grey squirrel. In colors the newest shade is known as Taupe (a sort of soft dark gray or castor shade) which is used in combination with many other shades. There is a wide range of blues, sapphire delit and a new shade known as gendarme; greens from emerald to olive, cerise, purples and browns, that known as cinnamon brown being the newest. In the trimmings, wings are one of the leading features. They range from tiny ones to those so huge that one wing serves as the entire trimming, and they are certainly very smart and effective. The wings are in two tones and some in numerous tints and shades. A feature of the trimming is the bandeau about the crown, which by the way, is very large. These bandeaus are made of wings, of ostrich, marabout, chenille and taffeta, and the Pocohontas which as the name implies much resembles an Indian head dress. Ostrich plumes, incurled, long and sweeping are among the choicest and richest of the season's trimmings. Two tones are frequently used in wings or in materials such as (gold and blue), (green and blue), (taupe and pink), (gendarme and taupe), (burnt orange gendarme and taupe), and other artistic combinations. The buckles which add a smart touch to the hats are large and elaborate in cut steel, oxidized, dull gold, and steel set with jewels. Among so many handsome hats, it is difficult to particularize the smart hat was a small turban with band of Persian lamb and crown of white Terry velvet finished with band of gold and two large ostrich plumes, sweeping across the front and fastened with pendant ornament in jet and gold. This hat worn with an ermine set of muff and cross over scarf would be very chic indeed. Another hat which attracted special notice was of the large sweeping shape with upper brim and soft crown of chamois facing of French velvet in shade of emerald green, a bandeau of mink finished with heavy chamois colored lace and gold cord went round the crown and two huge roses in autumn shades of flame and green and dull metal ornament added the finishing touches to what was a truly artistic creation. There was also a beautiful hat in black which

came in for a great deal of admiration. It was a large black satin shawl ring trim, rather like the Gainsborough order, with large dome crown. Seven beautiful black French ostrich feathers fell over the crown and brim. A touch of color was lent by a soft drape of orient gold cloth with handsome dull gold buckle set with jewelled insects. With this hat was worn a fancy ring net face veil finished with ruching of same and velvet ribbon bow. For those who admire the black and white combinations there was a charming model in large white satin with black velvet facing, round the crown was a rich bandeau of jet leaves and pendants on a foundation of white malines and falling over band of black velvet. Beautiful white ostrich feathers finished with three inch velvet ribbon and jet ornament came from the back and swept over the crown to the front.

In brown one noticed particularly a large hat with shirred satin facing in cinnamon brown. Two immense and handsome wings in pheasant effect combining shades of topaz, gendarme and taupe constituted the principal trimming. These were fastened with a draped bow of topaz and taupe plush caught with an oxidized buckle. The wings almost entirely covered the entire crown. One might write column after column describing the rich assortment of millinery head gear but while the millinery perhaps is the feature of the day other departments must be visited. Adjoining the millinery department was one devoted specially to furs. This is an entirely new department and is stocked with a large and splendid display of furs. The mink sets were the first to attract our gaze. The sets included muffs in Empire and Book shape, very soft, light and in beautiful dark stripes and stripes. There were long capelines, stoles and scarfs.

One particularly handsome set was a mink cape stole with double satin lined ends falling to the feet, finished at shoulder and back with heads and tails. The mink of the four striped rug variety was finished with a double row of heads and tails. A new feature in neck pieces is short cross over, suitable to wear with the new collarless fur coat, and the tailored suit. There were handsome sets in black lynx, white fox, natural coon, Isabella coon and sable coon. Among the cheaper furs were Orenberg mink, mink, marmoset, astrakhan, Prairie fox, Kid, and Russian Pony. In white furs one could choose from Foxaline, Thibet, white hair and the royal ermine.

Passing from the fur department, one enters the ready made suits and mantle department. Here was the finest display of ready made tailored suits ever shown in the city. They are New York models in the latest cuts, including the Directoire. The coats are lined with satin and smartly finished and well tailored and at very reasonable prices. This department also shows many handsome separate skirts, trimmed with satin bands, with braid and buttons. There are also winter coats for girls and women in cloth of various weaves in both black and colored. They are Directoire, tight fitting and semi-fitting and long. Here are shown fur coats and lined coats. A distinctive feature of this season's model in fur coats was the rather military effect and finished with military buttons. The dress making department is in charge of Miss Tolhurst, formerly with Stitt's and she is fully competent to turn out a correctly finished tailored suit, reception and evening gowns and wedding trousseaux.

In the dress goods department there is certainly a wide range from which to choose. There are plain coatings to be worn with check and striped skirtings which also very smart suits. In suitings the rough surfaces seem to strike a new note. There are however, many handsome broadcloths in all shades of China weight very suitable for the Princess and Directoire gowns. These broadcloths are shown in the palest tints to the more medium tones. While this seems distinctly woman's day, still the men have not been overlooked. The men's department has been given its share of attention. Special attention to ordered suits, ready made suits, hats, ties and everything which goes to make up the clothing of the sterner sex. The windows present a very attractive display and are well worth a deliberate study. Every department of the John White Co. seems to have had more than the ordinary attention paid to its needs and requirements.

## CHINA HALL

is headquarters in the district through which the Ontario and Western railway passes, for Fancy China, Earthenware and Glassware. The second storey of our building is devoted to the display of these goods.

### Fancy China Articles

A limited but choice selection of Royal Doulton, Irish Beleck, Crown Derby, Royal Vienna and other high-class wares. Large and beautiful assortment of Cups and Saucers, Plates, Bon-Bons, Salads, Cocoa Jars, etc. in Japanese and German China.

### Dinner Sets

100 pce. German China ..... \$15.00  
100 pce. Gilt and Decorated Semi-Porcelain \$12.00  
97 pce. Printed and Gilt ..... \$8.00 and \$10.00  
78 pce. Printed ..... \$4.50

### Tea Sets

40 pce. English China ..... \$5.50  
40 pce. German China ..... \$3.25 up

### Toilet Sets

10 pce. Decorated and Gilt, \$3.50, \$4.00 and \$5.00  
10 pce. Printed ..... \$1.75

### Special Open Stock Patterns

In Elite French Limoges.  
In Meakin's Anjou Semi-Porcelain.

IF ONE ONLY WISHES TO EXPEND A LITTLE MONEY AT A TIME THIS IS A GOOD WAY TO COLLECT A SET.

# F. W. Hutton,

ST. MARYS.

This Coupon entitles the bearer to a discount of 25 per cent. on all Wall Paper bought at The Embro Drug Store during the next two weeks.

THOS. PORTER,  
DRUGGIST AND OPTICIAN.  
Eyes Tested Free.

WHY NOT SMOKE

## WOODSTOCK CIGARS

Made by The  
Woodstock Cigar & Mfg.  
Co., Limited  
WOODSTOCK, ONT.

For a cool, satisfying smoke there are no cigars better than

Zorra Laddie 10c  
and Ula  
Tug McIntosh 5c

A QUARTETTE OF BEAUTIES.

No Better Cigar for the Money.  
Ask For Them.



JAS. FORBES, Manager.

## John Willard HOUSE, SIGN AND DECORATIVE PAINTER

Importer and Dealer in

Wall Papers, Paints, Oils, Varnishes, Window Glass, Plate Glass, Mirror Plates, Artists' Materials, Room Mouldings, Window Shades, Curtain Poles, Picture Frames, &c.

## Willard's Mixed Paints

Are mixed by WILLARD. He knows how.

## Willard's Glass

is British Glass directly imported.

A complete line of SCHOOL BOOKS and STATIONERY always in stock.

# John Willard

QUEEN ST. ST. MARYS



--THE--

# G. Carter Son & Co.

LIMITED

MILLERS  
SEEDSMEN  
and GENERAL  
PRODUCE  
DEALERS.

ST. MARYS  
ONT., CANADA.



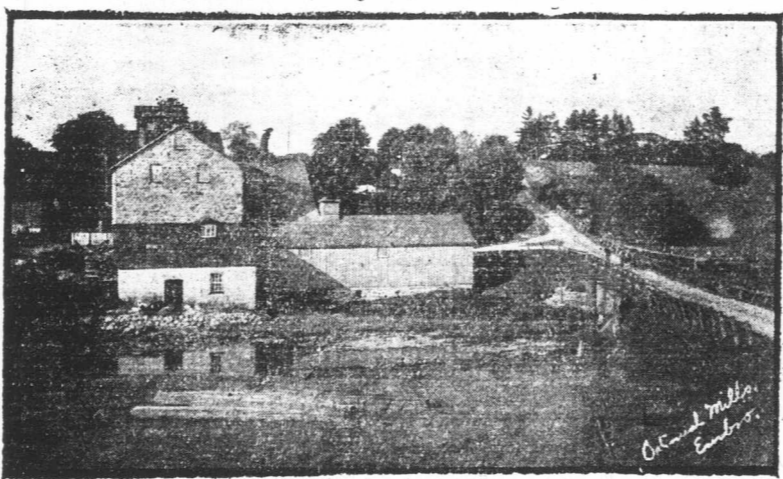
ARCHIE BAIRD

MR. ARCHIE BAIRD is a Director of the St. Mary's and Western Ontario Railway Company. No man has shown greater enthusiasm throughout the work of organization and construction than Mr. Baird. He is a native of Motherwell, and has been a resident of St. Mary's for twenty-two years, during a greater part of which period he kept a large grocery store on Queen street.



F. E. BUTCHER

MR. F. E. BUTCHER, who was one of the earliest promoters of the St. Mary's and Western Ontario Railway Scheme, is a member of the Company's Board of Directors. He was chairman of the Railway Board at its inauguration, being succeeded in 1907 by Mr. Jas. Chalmers. Mr. Butcher is a native of Wellington, Northamptonshire, England; came to Canada in 1857 and settled with his parents in St. Mary's, was educated in that town and has been actively engaged in the business there for nearly thirty years. Mr. Butcher is the owner of the St. Mary's Co-operative, and Director and Vice-President of the G. Carter, Son & Co. Limited.



OATMEAL MILLS, EMBRO. PROPERTY OF D. R. ROSS.

## Woodstock Business College Limited



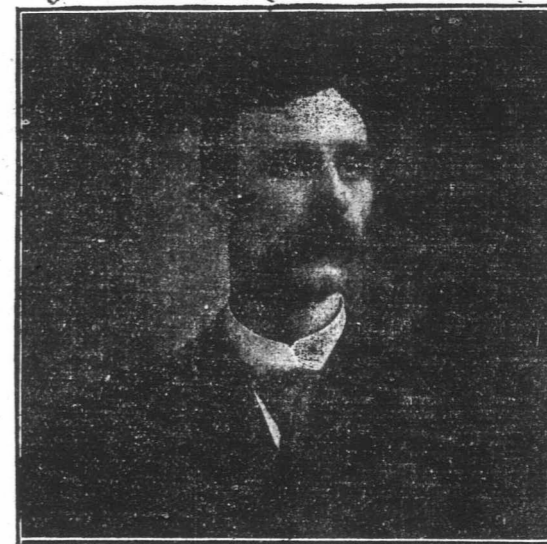
M. J. BROPHY  
Senior Commercial Teacher



D. F. CURREY  
Junior Commercial Teacher.

The past year records the high water mark in the number of students enrolled, and has been the most successful in the history of this steadily progressing institution. The reputation of this college extends far and wide. Students are enrolled not only from the County of Oxford and Ontario, but from the far West and East of this fair Canada of ours, and even from the Republic to the South. A most commendable feature is the success met with in placing qualified graduates in good positions.

The graduates of this college fill almost all the important positions in the city of Woodstock and a large number each year are placed in good positions in Toronto, Hamilton and many of the other larger cities of Ontario. Over twenty-five graduates of last year have been placed in outside cities, principally in Toronto and Hamilton.



A. P. GIBBON  
Principal.

The subjects taught at this well-known institution are as follows: **BOOKKEEPING**; this subject is taught in a most practical way by the most up-to-date method, known as the Sadler-Rowe Budget System followed by Eastern Business Practice Association work; this is actual business from start to finish.

**COMMERCIAL ARITHMETIC; RAPID CALCULATION; COMMERCIAL LAW, BUSINESS CORRESPONDENCE and ENGLISH GRAMMAR; SPELLING; WRITING; GREGG SHORTHAND and TOUCH TYPEWRITING.** These are all taught by qualified teachers, who are experts in their own departments.

It will pay every young person who is interested in a business education to write for particulars.



E. M. TAYLOR  
Senior Shorthand Teacher



BESSIE ROSS  
Junior Shorthand Teacher.

### EVANGELIZE THE WORLD

#### Laymen's Missionary Movement at Halifax.

Halifax, Sept. 13.—The Laymen's Missionary Movement was inaugurated in Halifax today by two meetings, addressed by Mr. N. W. Rowell, K.C., of Toronto, Col. Halifax of Washington and Mr. Sam Shavers. At the afternoon meeting in the First Baptist church Mr. Shavers outlined the object of the movement. At the evening meeting Mr. Rowell made an eloquent and fervid appeal for co-operation in the movement. He made a very great impression by his magnificent delivery, his eloquence and earnestness of purpose. The campaign was to be from Halifax to Victoria; the object was to get members of the various churches interested. The question is, will Canada assist in evangelizing the world? The object was to get men to do about half as much as women are doing in evangelistic work. The women are doing good work. "Some men," said Mr. Rowell, "hold religion in the same manner as some men hold property—in their wife's name." The appeal is to men of today to do their work, and not shirk it. Someone has said, "You people are slow." You certainly do take time to grow men, and we in Upper Canada are indebted to you for it. If it does take time to grow men, then the Lord allow you to continue "to go slow." Canada gives to foreign missions \$600,000 a year, 14c for each man, woman and child. Mr. Rowell closed with a plea for action. If thousands can canvass for candidates of the different parties at an election, why could not the same fervor be shown in a campaign of such fundamental importance as the evangelization of the world? Colonel Halifax made a brilliant address.



A SCENE IN THE THAMES VALLEY.

#### British Steamer Lost

Grimsby, Eng., Sept. 10.—The British steamer Pacific from Sunderland to the River Plate was wrecked off this port yesterday. Five of her complement lost their lives.

#### Eucharistic Congress

London, Sept. 10.—The Bishop of Montreal announced today that the next Eucharistic Congress would be held in Montreal.

## Sharp's Liquor Store

THE FINEST WINES AND LIQUORS ALWAYS IN STOCK

A few sample prices might interest the general public:

Walker's Imperial "Sealed Bottles"	85c	Quart
Walker's "Draft"	90c	"
Extra Fine Rye	75c	"
Seagram's "Star" "Sealed Bottles"	75c	"
Extra Fine Native Wine	25c	"
Whyte & Mackay "Scotch"	\$1.00	"
Mitchel's "Heather Dew"	90c	"
Mitchel's "Irish"	90c	"

ALL OTHER GOODS AT EQUALLY LOW PRICES.

Don't forget the place.

## Sharp's Liquor Store

QUEEN STREET, ST. MARYS, ONT.

## HARNNESS

When in need of anything that a first-class Harness and Saddle shop should supply be sure to come to us. Our new work is fully guaranteed and always gives the best of satisfaction. Full stocks always on hand including

Harness, Collars, Whips, Saddles, etc., etc.

## J. E. WINFIELD

St. Mary's Ont.

## JOHN WALSH

GROECR AND WINE MERCHANT ST. MARYS

You Should Examine Our Teas

Best of brands, quality superb, prices to suit the customer.

### Walsh's 25c Tea

Eclipses all others in quality and price.

### FRESH FISH

of the edible varieties arrive every Thursday morning.

Also a full stock of Canned and Dried Fish always at hand.

### OUR LIQUORS

include all Canadian, Irish and Scotch Brands of Whiskies.

WINES, CHAMPAGNE AND BRANDIES TO SUIT THE EPICURE.

Out of town orders receive special attention.

Bell Telephone 109.





JAS. CHALMERS

MR. JAMES CHALMERS, President of the St. Mary's and Western Ontario Railway Company, is a native of the city of York, Yorkshire, England, and no man is prouder of his birthplace than he. Came to Canada in 1856 and spent twenty-three years in active business in the cities of Quebec, Montreal and Ottawa.

Mr. Chalmers has been in St. Mary's since 1879, and owns a large hardware business in that flourishing centre. His efforts have been mutual with all schemes pertaining to St. Mary's welfare during the past twenty years, and to him is due a great deal of the success now merited by the line of which he is the official head.



*J. W. Graham*

MR. J. W. GRAHAM, lawyer of St. Mary's, is Secretary and Solicitor for the St. Mary's and Western Ontario Company. He arranged all the details of organization relative to the Company's inception, purchased the right of way through Blanchard, East Nissouri and West Zorra, straightened out all legal tangles and arranged matters for all parties concerned. Mr. Graham is a native of Blanchard township, Perth County, spent his boyhood on the farm, was educated in St. Mary's and re-

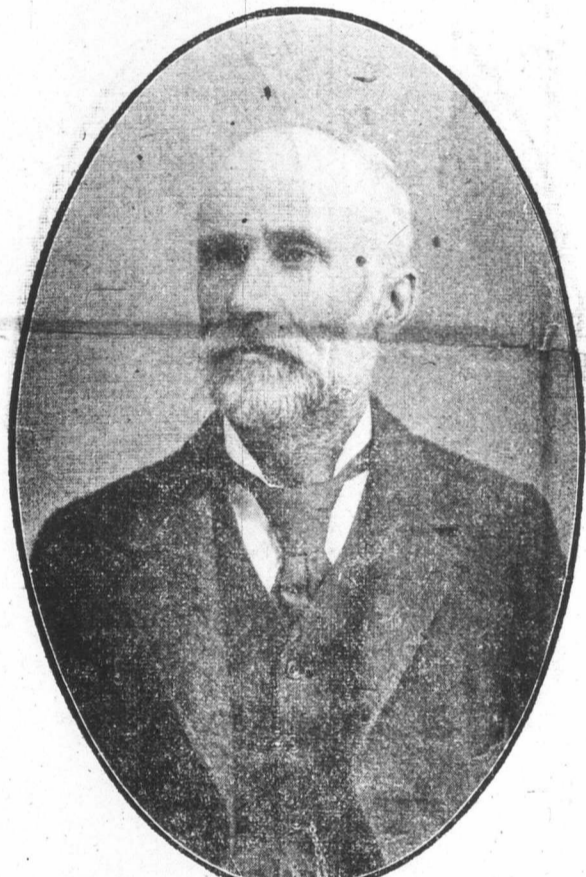
ceived his legal training with Fullerton, Cooke, Wallace and Macdonald of Toronto. He has been actively connected with the legal and municipal life of St. Mary's during the past fifteen years. To Mr. Graham falls the lion's share of commendation in respect to the successful termination of the enterprise with which he has been so actively connected. His genial, personal characteristics helped to pave the way and his untiring determination kept the ball a-rolling at all stages.



D. R. ROSS

MR. D. R. ROSS is Vice President and Director of the St. Mary's and W. O. R. He and Mr. Sutherland are the only representative stockholders living in Oxford County. Mr. Ross has been connected with all commercial schemes relative to Embro during the past thirty or forty years. He was born in West Zorra on Scotia Farm, now occupied by his brother, Mr. Columbus Ross. He moved to Embro nearly thirty years ago, correlating his farming interests with the milling industry—owning the Scotia Mills, now in the possession of Mr. Hamilton. These mills were burned and he purchased the

Embro oatmeal mills, which are still operated by him. Mr. Ross is President of the Cereal Milling Company, which has branches at Woodstock and Hickson. His municipal experience is well known to most natives of this county, having been County Councillor in West Zorra for four years, and Reeve of Embro for 5 years—a position which he still occupies. Mr. Ross was a Captain of the old 22nd Oxford Battalion, when it was in its most flourishing condition. He holds the enviable position of being Treasurer of Knox Church, Embro, at the present time. His many good qualities are too apparent to necessitate rehearsal.



T. O. ROBSON

MR. T. O. ROBSON is another Director of the St. Mary's and Western Ontario Railroad, from Blanchard Township. He is a native born Scot of magnetic personality. Since coming to Canada he has spent a greater part of his life as a farmer and drover, having large interests near the town of St. Mary's. It is believed that Mr. Robson is one of three who are the sole survivors of a

board of directors of a company that was organized 34 years ago, for the building of a railroad from Woodstock to St. Mary's. The other two are Judge Harding of Lindsay and G. B. Smith of Toronto, both formerly of St. Mary's. The road came nearly being built. Bonus by-laws were passed by all the municipalities concerned, but a flaw was found in the East Zorra by-law, and when it was submitted again it was defeated.



H. L. RICE

MR. H. L. RICE of St. Mary's is Treasurer and Director of the St. Mary's and Western Ontario Railway Company. His wide commercial interests and experience in the financing of large concerns gave to the company added financial stamina and good standing. Mr. Rice is a native of the city of Hamilton, has been a resident of St. Mary's during the

past thirty years, and is President and manager of the G. Carter, Son & Co. Limited of the aforesaid town. Mr. Rice has had wide municipal experience in St. Mary's, having been a member of the town council. His keen interest in educational circles is well known, being at intervals a member of the Collegiate Institute and Public School Boards of which he was the Chairman during 1907.



DAVID BONIS

MR. DAVID BONIS, a director of the St. Mary's and W. O. R. Company, is a native of Perth County, having been born in Blanchard township. He is still on the farm in his

native township and is widely known as a progressive commercialist. His ability to interest the brother farmer in the new scheme was an important asset to the success of the company.

The Place for Value  
In Ladies' Tailor-Made Suits.

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**WHITE & MAY CO. LIMITED**  
ST. MARYS

The Place for Value  
In Men's Suits  
Made to Order.

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Brings within easy reach the world's best products. Our branch stores give us a large output, and the economic conditions under which our business is run, enable us to give unsurpassed values in DRESS GOODS, and to make up LADIES' MAN TAILORED GARMENTS at but a fraction of the price of the city stores.

MEN'S ORDERED CLOTHING

W & M  
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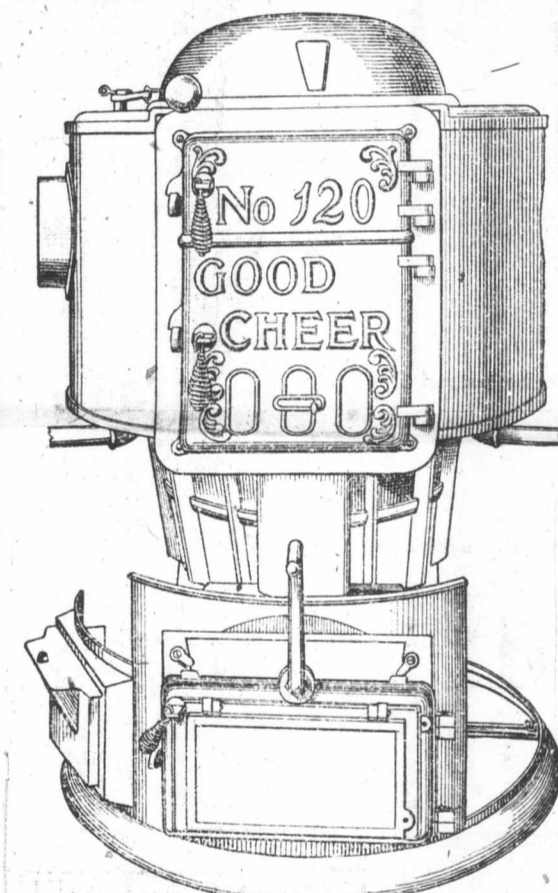
TWENTY 4 SERGE SUITS TO ORDER \$24.00 Black or Blue

Our Reputation is Built.

Upon the high class of work we turn out, and the solid values we give. We are producing this fall from our TWENTY-FOUR SERGES the highest class of work, and the best values ever shown. To wear one of these is to have THE BEST. We stake our reputation on their value.

THE WHITE & MAY CO. LIMITED, St. Marys.

Good Cheer Furnaces  
A WARM AIR HEATER OF THE BETTER CLASS



If you want a Furnace that will give you the greatest amount of heat for the smallest quantity of fuel, and one which will stand the wear and tear of many years' usage, don't be put off with the any "just as good" argument; but insist on having a "GOOD CHEER." Your dealer can supply it.

You can get cheaper Furnaces, but they won't be "GOOD CHEER" quality. The "GOOD CHEER" price is very moderate, and in durability and heating qualities is unsurpassed.

Burns both coal and wood, and is made in four sizes. Send for Furnace Booklet.

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The Jas. Stewart Mfg. Co. Limited, WOODSTOCK, ONT.  
Makers of First Quality Stoves, Ranges and Furnaces.

BUSY BENNINGTON

Continued from Page 5.

easy connection with St. Mary's and Ingersoll. Taking all things into consideration, we see this hamlet developed into a thriving village very soon indeed. A few patriotic and determined commercialists who wish to see their country developed to something like its possibilities, may soon create a "boom" in this section that will out-distance the fondest prediction. Bennington, now has the chance of its existence, to become famous.

A LIST OF WORKERS

The following is a list of enthusiasts, who though not taking an official part in the construction of the St. Mary's and Western Ont. Railroad, worked hard in favor of the project started—Geo. Brown and John Willard, St. Mary's; H. J. Gleason, Jas. McWilliam, W. Sutherland, Chas. Mitchell, W. E. Anderson, R. A. Shrubsole, W. E. Anderson, F. Seaton, Wm. Atchison, Calvert, East Nissouri; Geo. Smith, Jas. Munro, J. McComb, J. B. Kay, Wm. McCormack, of West Zorra, and Messrs. Thos. Harro, E. J. Cody, O. M. Alger of

ROADMASTER C

who is a resident of Galt, active to the principal factors of the St. Mary's and Western Ont. Railroad. He was a great favorite throughout the line and officials alike, and wherever his name was mentioned the honor of having Mr. Code tied to the Junction between Woodstock and London, where the main line of the C. P. off from. His many friends will wish him long to enjoy the added honor paid to his cognomen.



E. L. SUTHERLAND

MR. E. L. SUTHERLAND, who is a director of the St. Mary's and Western Ontario Railroad, and also a member of the Executive Board, was one of the hardest fighters in favor of constructing the line. His characteristic tenacity of purpose and capability to bring to successful issue whatever he undertakes, were well shown in the present project. Mr. Sutherland is a native of West Zorra, being born in Bennington. He is the son of the late Colin Sutherland, who was one of the earliest pioneers of Oxford. He farmed the homestead for thirty years, moving

to Embro in 1906, was Reeve of West Zorra for a number of years, was her representative in the County Council for some time, and was warden of Oxford in 1892, when the Court House was built in Woodstock. Mr. Sutherland has been Clerk and Treasurer of West Zorra for 14 years, and still holds that honorable position. He is also Secretary and Treasurer of the Western Farmer's Wind and Weather Insurance Company. His width of experience and knowledge of municipal law are great factors in railroad building. The farmers of Zorra can ill-afford to forget his industry.