Montreal, Ottown and C. F. R'y & m. p. m. and G. T. R'y Ross, and Port Hope, Millbrook, Peterborough md G. F. Fry Rest, and Fort Hope, Millbrook, Peterborough and Omemoe Fort Hope, Millbrook, Bethany, and Franklin, and Omemoe Toronto, Whitby, Midland, Orilita, Muskoka, Cannington, Woodville, and points north of Woodville, and other with the Wistonian Comoron, Reflect, Victoria Road, Cobocone, North India Comoron, Fonelon Falls, Kinmount, Minden Halburfon, and points see of from the Halibrion Ry.

Cambray and Linden Valley.

Dunsford and Pobearseon.

Sturgeon Point in Summer.

POSTAL RATHE.

Letters posted within the Dominion for any to Cannots of the United States Sc. per os, represente, per tos, "Drop letters" is, per

There is a fe-arrangement of Postal rates in the control of the co

stoc. croops Oubgand Fort Nice, Straits were straited by the per kor. Books, No., counts for care for for lines for the care for F. O. REGULATIONS.

to and f p. m: Engletored Letters must be posted 20 minutes

he Lictoria Warder

FRIDAY, SEPTEMBER 5, 1890,

Ms. Hicks, the recently appointed the rails. Michael Hartney, a section hand master of the Omemor high school, hand, was holding the handle of the jack. secomed his new duties this week in As the train approached around the curve place of Mr. J. O. McGregor, who has ably filled that position for three years.

Mr. A. Oer of the high school, Mr. Mr. A Orr of the high school, Mr. jump from the track, the Misses Marr and Sherwood make up the steff of our excellent school.

MR J O. McGreson who has been lay upon its side, with its boiler across the truck, while the tender and the baggage car, the smoking and the Pullhead master of the high school here for about three years, left last week for Ningare Falle, where he has secured a more remunerative position. He and Mrs. McGregar will be missed by many friends is Omemes,-Herald

INGOLDSBY, Special to The Warder,

THE crops are nearly all harvested in The crops are nearly all harvested in train were confined to the occupants of the vicinity, and if the rain would let up the fated our No. 236, the foremost of the

One population is still increasing, and perhaps some may Lindsay may have to look after her tancels. Mrs. John Hicks imperemented her young husband with a bright, beautiful girl, while Mrs. I willet Puffer presented her husband with willet Puffer presented her husband with a bright, beautiful girl, while Mrs. I willet Puffer presented her husband with tender, the baggage, the Pullman, and the second selection of the uninjured coaches could get out, they saw the tender, the baggage, the Pullman, and the willest Printer presented her integrated with a young parson. Mothers and babes are smoking care lying across the double tracks, and the passenger car No. 236 crashed against the engine, barely visible.

CANNINGTON.

LINDSAY PARSEYTERY, The August meet- from the boiler. In this narrow chamber ing of the Presbytery took place in Knox of death, pinned to their fats by the Church, Cancington on Tuesday, the 26 instr. mass of shattered seats, were the maimed at 11 s. m. There was a very large attend. and helpless passengers amid the scalding suce. After the opening services, the first the new Representative Elders. After their commissions had been received and accepted, Rev. Mr. Hanna of Uxbridge was elected with the train despatcher's office in Bosmoderator for the ensuing year. A vote of thanks was tendered the retiring moderator, and detail of Boston policemen, nev. Mr. Johnston of Beaverton, for which he arrived, and driving back the crowd returned thanks. The standing committees that had gathered about the wreck, by for the year were struck as follows:

Home Mission lies, Mr. Molanghlie,

State of Religion—Rev. Mr. Campbell, Sebbath Schools Rev. Mr. Mills con-

Temperance—Rev C. J. Cameron, con-

oner.
Statistics Mr. Gilchrist convener.
Superintendent of Students The Moderschemes of Church-Nev. Mr. McDonald

The Rev. Mr. Calloway having signified his accordance of the call to Kirkfield and some his induction was fixed for Septem-

Holeover his induction was fixed for September 11th. Rev. Mr. Cameron to preach: Rev. Mr. Mills to address the minister; Rev. Mr. Johnston of heaverton to preade. Lev. Mr. Johnston of Lindsay, and the reasons for fransfer. To the consideration of this call an adjourned meeting of Preabytery was called in Lindsay, Sept. 23rd at 11 a, m. The committee on order of business reported for the printed for convenience of the cont.

Mr. (lifetriet was ordered to report on Statistics at Lindsay. After some further rentine business, and fixing upon date for the November meeting of Presbytery, the Court adjourned with the Benediction. Gleaner.

Children Cry for Pitcher's Castoria.

steam.

Some of Them Wear the Dude slarge hole was cut through the ceeting, and its bottom was broken off.—Harper's have but one track, and wherein their construction is lacking in this respect and other human vigilance alone stands in place of the deficiency—Harper's Weekly.

Women Smarter Than Men.

Not long since the writer went into the fashions of men was shown in the costume of a woman on Broadway the other office of a man who has a school of type-afternoon. She was tall, thin and thirty, writers. That is, he instructs men and women to operate typewriters and assists of a man's evening dress. Her skirt was of a black stuff, drawn rather tightly and the result of his observations. He rewas hanging in such an adept arrangement of folds as to make it necessary for
one to look twice in order to become convinced that she was really not wearing
trousers. She had on a low-out waistcoat of fine, white duck, with four buttons,
and fashioned just like a man's dress
waistcoat. Her shirt was of fine white
lives over in front, with two stude. It

linen, open in front, with two stude. It was topped with a standing collar, and she were a regulation, small lawn tie. The coat was in second, being of the same number of cases in which men have not number of cases in which men have not and jabbed the need a small syringe, filled it with morphis, and jabbed the need a small syringe, filled it with morphis, and jabbed the need a small syringe, filled it with morphis, and jabbed the need a small syringe. only offered to do this work for less than black material as her trouser-skirts, and one with the shawl collar and swallow women, but have undertaken to get the tail back once the exclusive privilege of men. The woman's hat was a flat-brim- I am not a woman's rights man by any med, black straw, and the swung an umbrella so tightly wrapped that it looked like a cane,—N. Y. Sun.

Lan not a woman's rights man by any means, but it is my observation that the woman of to day who is put on her mettle surpasses her brother."

"Behind Time,"

The Railway Disaster at Quincy Massachusetts. Three hundred tons or more of iron and The recent railway secident on the Old wood, freighted with as many human swered the doctor. Colony Road that occurred on Tuesday, lives, darting on two narrow bands August 19th, in the town of Quincy, near of steel through mountain gorge and Boston, has scarcely been matched in forest, around rocky biuffs, and over horror by any casuality in the history brawling streams at the rate of forty or of railroad operation. The proportion of even sixty miles an hour! The mechanfatal injuries among the persons caught is mand its management which with safety to all concerned can continually the manner of death from the escaping produce this phenomenon are iruly marsteam of the locomotive boiler peculiarly agonizing. Of 46 persons seriously injured, 15 were killed outright or died vallons achievements. A broken rail or flange, a tree or stone just fallen, a washsoon after resoue, and 6 have since died of their hurts. In the well-known Wolstor, section man, or other trusted emhappened not far from the scene of last week's accident—with a larger list of casualties, fewer persons were mortally injured. laston dienster of October 5, 1878-which

injured.

The Wood's Holl express train of the Old Colony road left Wood's Holl at 10,50 a.m., and was due in Boston at 1.10 p.m. The locomotive drew a train the care and anxieties of the engine driver and train master would be greatly lesson and train master would be greatly lesson. consisting of a baggage car, a smoking car, and a Pullman car, and six ordinary coaches, of which the foremest, the ill-fated car No. 236, was more than the others crowded with people. There were 391 passengers on the train, many of them being people who were returning box box which must be given through the complex of the care and anxieties of the engine driver and train master would be greatly lesson cool, waiting for other traus, obstructions, real or feared, on the track, all contribute to irregularity. On fast trains, where the full capacity of the engine is often required to do its work, Among these travellers a considerable proportion were from New York, Obio, and Kentuckey. The train, two minutes behind time, had passed Quincy station at 12-57 p.m., running at a speed of 30 miles an hour. Just beyond President's Bridge, about 200 yards from the station, a game of seation was were sensiting the the lack of skill or care on the part of the driver or fireman has its bad effect. Fuel must be wisely used, and even the injection of water into the boiler must be timed judiciously to produce the best re-sults. The management keep records of the performances of the locomotives and the trackman's appliance known as a racket jack, which stood apright between their handlers, and some corporations pay premiums to those of the latter who make superior showings, as they also do to section bosses with reference to care of the track.

them being people who were returning from Summer vacations at Wood's Holl, Nantucket, and other sea-side resorts.

gang of section men were repairing the

track, and for lifting the rail were using

movable obstacle, reared, left the rails, and ran against the side of the twelve-

loot out, stopped short, and rolling back,

man care shot past it, and lay a wreck slong the track about.

The fireman was instantly killed, and

the engineer and Pullman-our conductor

were slightly hurt; beyond these casual-

ties the injuries to the persons on the

amid the steam and smoke that poured

Following the secident a telegraph

means of barriers and ropes kept them at a distance that prevented their impeding the rescuing and wrecking parties until the Quincy authorities could summon a sufficient number of local officers for the

work. When darkness fell, the work of

clearing the wreck was continued by

The occasional falling behind the schedule is apparently inevitable, and the in-centive to make the loss as soon as safely possible is very great. The reputation of the company is involved in it, as well as obviating the disturbance that is caused in the regular order of things with reference to other trains. Until the time is made up, the machinery of the system is thrown more or less out of gear, especially on single-track roads, on which the train itself may lose its right of way. The connections passengers desire to make, and their engagements, are also concerned, and their interests cannot be disregarded without loss of patronage. Recovering lost time is a much more difficult matter than ordinary running. The writer on railways in the Eucyclopædia Britan nica states that while a tractive force of for a few days, we would soon have them in our barns.

The huckleberry orop is about the best we have had for many years and has pleided in a cash return. This ought to pull the car that met the engine was shattered and the passengers.

The huckleberry orop is about the best steam escaped into the broken end of the car that met the steam escaped into the car that met the car. The end of the car that met the car a cash return. This ought to pull the same at the rate of sixty miles to pull the same at the rate of sixty miles. make money flush for some time, so look out to the figure seats toward to pull the same at the rate of sixty miles an hour. An American authority avers of the Warder subscriptions.

Rev. Willett Paffer of New Boston, Ill, has came to join his wife in visiting their parents. He reports the orops a failure in western Ill, and corn and onte are not more than half a crop.

Our population is still increasing, and parents in the figure seems to the figure seems to the escap-their parents. He reports the orops a failure in western Ill, and corn and contents are not more than half a crop.

Our population is still increasing, and parents received no injury beyond the parents.

It would be interesting to know if the danger increased as the square of the speed slso. That it is augmented is not to be doubted. The strain in all respects is greater, and the very fact that the train is greater, and the very fact that the train is not in its proper place adds to the unfavorable chances. But the statistics show that the probability of disaster is exceedingly small. According to Whitaker the total number of railway passengers killed in the United Kingdom in 1999 and 1 in 0.000 225 or 72 in all gers killed in the United Kingdom in 1888 was 1 in 6, 942,336, or 72 in all (only 8 more than were killed in the same year by the horse-care in New York city.) The number of injured was 1 in 527,577. Statistics for the United States are imperfect, but the accidents in this country are unquestionably more numerous than they are in Great Britain. Mulhall, an English authority, taking our railway census figures for 1880, places our killed and injured for that year—passengers, employes, and all others included—at 41 per million, to 8 per million in the United Kingdom. There has been a marked improvement in the operation of railroads in the United States in the last ten years. As it is, a railway train is about the safest place a man can place himself in out-of-doors, unless it be in an ocean steamer.

clearing the wreck was continued by cleatric lights and gasoline lamps hastily placed in position for the cervice.

The passengers of the rear cars quickly begun the work of resone, and with execute and crowbers a large hole was made in the bottom of the wrecked car, through which the living victims were secisted, and as fast as the injured travellers were househt out they was laid on a laws of a The greater safety in England is due to better constructed lines. Double tracks, inaccessible to cattle, are practically universal there; no wagon roads or streets versal there; no wagon roads or streets are crossed at a common grade, unless it be on a very few short branch lines, were gates are used; and the stations throughout the country are generally double—one on each side of the line—and no crossing of the tracks by passengers is permitted. Our best roads are approximating this condition of things, and the process promises to continue. A great advance has been made on both sides of the water in such safety appliances as block and interlocking signals, efficient brakes, etc. The vestibule now used on the best trains of many of our roads is a protection against "telescoping" and for persons passing from one car to another. An improvement is promised on this, in the shape of tubular iron or steel ours, which cannot be broken up by collision or other accident. The abolition of the stove is gradually proceeding: Heavier and better rule are laid than formerly. But our poorer and new roads are a long. brought out they were laid on a lawn of a

Remedy for a Balky Mule.

writers. That is, he institute med and women to operate typewriters and assists them in getting work. I asked him for the result of his observations. He replied:

An exchange prints actory said to have p. m. Telephone communication.

An exchange prints actory said to have p. m. Telephone communication.

P. PALMER BURROWS, M. D. C. M., who witnessed the incident in the streets.

The setopiahed creature reared upon his hind legs, and then, with a tremendous bray, started down the road at a break-neck speed.

The old darkey looked first at the

"Say, boss," he suddenly exclaimed,
"how much was dat stuff wuf you jist put in dat mula ?" "Oh, about ten cents," laughingly an-

"Well. boss, yo' kin jist fire twenty cents' wuf right into me. Heah am de cash. I'se got to ketch dat ar mule."

The Sambro Lighthouse is at Sambro, N.S., whence Mr. R. E. Hartt writes as fellows:—"Without a doubt Burdock Blood Bitters has done me a lot of good, I was sick and week and had no appetite, but B. B. B. made me feel smart and strong. Were its virtues more widely known, many lives would be saved. —46-2.

Milburn's Beef, Iron and Wine is prepared from fresh beef, soluble iron, and pure sherry wine, combined with choice aromatics.—81-4.

A Letter from Emerson. HAVE used Dr. Fowler's Extract of Wild Strawberry and I think it is the best remedy for summer complaint. It has done a great deal of good to myself and children. Yours truly, Mrs. Wm, Whitely, Emerson,

Burdock Fills cure sick headache by regulating the stemach liver and bowels .- 81-4

Mr. Reuben Knight, of Morris, Man., states that he wastroubled with a rach all over his body which was cured with less than one bot-tie of Burdonk Blood Bitters. Be highly recommends it as a blood purifier of the greatest efficacy.—462.

kind in chiliren or adults than Dr. Low's

M. G. ROOT M. C., 186 West Adelaide St. Toronto, Ont.

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Lindsay District.

Member of Coll., Toronto;
Member of Coll. of Physicians and Surgeons, Ont;
late physician to R.ck-wood Asylum, Kingston.

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REFERENCES, Mr. P. F. McCabe, Lindsay; Mr. Pepper, Lindsay: Pather Connolly, Downeyville; John takins, Lindsay; E. Woods, Lindsay; W. Howe, Lindsay; J. Simpson, Lindsay; J. Hogan, Hogan's Island.—34-26.

VICTORIA LAUNDRY Russell Street, near the Sylvester Works.

Sergt.-Major John Martin

Begs to inform the people of Lindsay that he opened a laundry at the above address, where orders will be promptly attended to.

Parcels called for and delivered.

Family washing a specialty.—I-tf.

ROYAL - CANADIAN INSURANCE COMPANY,

\$20.00 Gained by Changing to the Royal Canadian,

Mr. William Jordan of the 9th fine Martposs, had a colt valued at \$80, killed by lightning on the 10th inst. To-day, ten days later, I have instructions from the Royal Canadian Insurance Company to pay him according to the terms of his policy the full value \$80. Mr. Jordan's policy in the London Mutual expired only about three weeks before. Had he renewed in the "old company" he could only have claimed two-thirds of the value or \$40. Mr. Jordan is just 100 about on the logism by changing companies and

S. CORNEIL.

hotel Cards.

BENSON HOUSE. ret-class Rouse in town, Kent str harges mederate E. BENSON, Pro-

VEITCH'S HOTEL. only second class house in Lindsay Gorner of and Cambridgestreets. A first-class Veterinary con always in attendance E VEITCH, Prop.

FOREST HOUSE, Sobcaygeon, Capt. Bottum, proprietor. Having leas-de the above hotel and refurnished the same the proprietor solicits a share of public patronage. loard \$1 per day. Boats, livery and stage office in connection.—1374.

PATTIE'S HOTEL, Gobosonk.—This well known hotel has been improved and is now in first-class order for the reception of guests. The bar is supplied with the best brands of cigars. Good stabling and attentive hostlers. Good commercial rooms. J. PATTIE, Proprietor.—1819-9m

BLACKWELL HOUSE, OMEMEE. This old established hotel has been refitted, and is now one of the finest hotels in the County. Bar supplied with the best brands of liquors and cigars. Good Stabling and sheds, and or hostler, Sam. attends to that himself. SAM. ENGLISH.—2-tf.

ROYAL HOTEL.

Lindsay. This well known house has been recently improved, and is in every way suited for the accommodation of the public. Table unsurpassed. The best of liquors and cigars, good stabling and attentive hostiers always in attendance. THOS. McCONNELL, proprieter.—1319-9m KINMOUNT HOUSE.

Kinmount, Joseph Bowle, progrietor. The above premises have recently been fitted up in good style for a first-class hotel, and the public can be assured of the best accommodation at very reasonable rates: The bar is supplied with all the best brands of liquors and cigars. Large stables and sheds and an attentive hostler. THE SNOWDEN HOUSE,

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This is a new house, and is one of the best equipped in Peterboro. It is convenient to both G.T.R. and C.P.R. stations, as well as near the market. Baths, washrooms, and all modern conveniences. Terms, \$1.00 per day.—1670-ly

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DR. BROAD. VETERINARY SURGEON, graduate Ontario Veterinary College, Toronto; registered member of Ontario Veterinary Association
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All calls by mail or telegraph promptly attended to. Charges moderate. Lindsay, January 3rd, 1890,—1712.

Deutistry.

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M.R.C.D.S., ONT., DENTIST, LINDSAY. By the aid of the new hydro-carbon gas furnace he can make indestructible porcelain fillings and restore broken and decayed teeth to their original shape, contour and color by this process. Old roots can have porcelain crowns attached consequently there is

have porcelain crowns attached consequently there is no plate required.

Gas—vitalized air, administered with great success for nearly 23 years, extracting teeth for thousands of persons without a particle of pain. He uses the latest approved appliances for administering the gas. He studied under Dr. Colton of New York, the inventor of gas for extracting teeth, who has administered it to over 160,000 persons and not a fatal case. Mr. Neelands uses Bell's Local Anaesthetic for extracting teeth. Mr. Neelands is now using a new style of forcep which he had expressly manufactured while on his last visit to New York, which remeves the teeth without injury to the gums or jaw, the gums healing up beautifully in a few days and no subsequent trouble. Artificial teeth inserted on all the popular bases and by the most approved styles and appliances for their retention and comfort. Numbers of persons are wearing teeth made by Mr. Neelands ov r 20 years, and never required repairs. Prices from \$10 to \$65 for an upper or under set. Persons from a distance will please send postal card



Dentist, Lindsay. The popular GOLD and FORCE-LAIN CROWNING System (without plate) practised by Mr. Gross with great satisfaction to a large number of persons.

Artificial Teeth inserted by the most approved methods and principles for securing perfection of fit, comfort, usefulness, durability and beauty; on Gold, Silver and Celluloid, also on all the harmless dentai Rubbers, and at the lowest living prices. All sets of teeth finished and fitted to the mouth by Mr. Gross himself, or under his personal supervision, which will account for the satisfaction given by his work.

work.

The introduction from time to time of the latest appliances for the administration of Vitalized Air and Gas, enables Mr. Gross to announce constantly increasing success in the use of these anaesthetics. No pain, no accidents, no torm gums, consequently, no limiting accidents. pain, no accidents, no tora gums, consequently, no dissatisfaction.

The best methods of preserving the natural teeth by filling with gold and other reliable materials, has been made a study for nearly Thirty years by Mr. Gross, and special attention and care is given by him to this branch of his business. No unnecessary pain in filling. Don't fail to call on Gross at his office over Kennedy's store, Kent-St., and see specimens of his work.—152

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Tineel and Flower

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recuted in a workmanitke manner on reasons.

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The subscriber having purchased The Interest of Mr William Rodd in the Harness business, rried on by him in Little Britain, hotes by a strict attention to business to merit a shar- o public

GIVE ME A CALL see my stock and compare prices before purchasing

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