B.B.B.

CURES

CONSTIPATION

AND

SICK HEADACHE.

MRS. FISHER.

A Splendid Remedy.

SIRS.—I think it my duty to make known the great benefit I received from B. B. B. I was troubled with constipation and debility, and used three bottles of Burdock Blood Bitters, which relieved me from suffering. I esteem this splendid remedy above all others and recommend it to all suffering from constipation.

MRS. E. FISHER, Brantford, Ont.

Take B.B.B.

LOST OR FAILING MANHOOD,

General and Nervous Debility,

Weakness of Body and Mind. Effects of Errors or Excesses in Old or Young. Robust, Noble Manhood fully Restored. How to enlarge and Strengthen Weak, Undeveloped Organs and Parts of Body. Absolutely unfailing Home Treatment—Benefits in a day. Mentestify from 50 States and Foreign Countries. Write them. Descriptive Book, explanation and proofs mailed (sealed) free.

ERIE MEDICAL CO., Buffalo, N.Y.

The Victoria Warder

FRIDAY, MAY 11, 1894.

Kate Kearney.

Oh! did you ne'er hear of Kate Kearney?
She lives on the banks of Killarney!
From the glance of her eye, shun danger and fly,
For fatal's the glance of Kate Kearney.

For that eye is so modestly beaming,
You ne'er think of mischief she's dreaming;
Yet, oh! I can tell, how fatal's the spell,
That lurks in the eye of Kate Kearney.

O should you e'er meet this Kate Kearney,
Who lives on the banks of Killarney,
Beware of her smile, for many a wile
Lies hid in the smile of Kate Kearney.

Though she looks so bewitchingly simple,
Yet there's mischief in every dimple,
And who dares inhale her sigh's spicy gale,
Must die by the breath of Kate Kearney.

Believe Me, if all Those Endearing Young Charms.

AIR—"*My Lodging is on the Cold Ground.*"

Believe me, if all those endearing young charms,
Which I gaze on so fondly to-day,
Were to change by to-morrow, and fleet in my arms,
Like fairy gifts fleeting away!
Thou would'st still be adored, as this moment thou art,
Let thy loveliness fade as it will,
And around the dear ruin, each wish of my heart
Would entwine itself verdantly still!

It is not while beauty and youth are thine own,
And thy cheeks unprofaned by a tear,
That the fervor and faith of a soul can be known,
To which time will but make thee more dear!
Oh! the heart that has truly loved, never forgets,
But as truly loves on to the close,
As the sun flower turns on her god, when he sets,
The same look which she turn'd when he rose!

Masterpieces of Labor.

AN ENGLISHMAN'S TRIBUTE TO THE BUILDERS OF THE C.P.R.

Under the heading, "Masterpieces of Labor—the Canadian Pacific Railway," Mr. Percy A. Hard contributes a most interesting paper to Young England, of London. The C.P.R. is an ever growing power in the affairs of Canada and of the British Empire, aye, and the whole world, too!

The P. & O. is another of the great forces of British civilization, and we know how much it has done to build up and bind together what we have far more reason than Milton had for calling a "Britannick Empire" of "glorious and enviable heights with all her daughter lands about her." But the Peninsular and Oriental company is after all only a great steamship corporation. The Canadian Pacific railway company is that and much more besides. It owns fleets of lake and fast ocean mail steamers. It possesses one of the largest inland telegraph systems in the world. Bolder than many English and European railway companies, it runs its own sleeping and dining cars. Its hotels up among the mountain glaciers attract tourists from all parts of the globe. Its huge grain elevators give a storage to the farmers' wheat all through the North-west; and its immense landed estate—twenty-five millions of acres at the start—has probably no equal even in that home of big properties—the American continent.

Of all these we must think, if we would grasp what is wrapped up in that mystic sign "C.P.R." We must think of one small body of men acting as a steamship company, a telegraph company, a sleeping car company, an hotel company, an elevator company, and a colossal land company. And even then we have still to think of the one great purpose round which these smaller purposes revolve as the planets move round the sun—the possession and use of the "Queen's highway." The C.P.R. is the greatest of transcontinental railways. No other line runs from ocean to ocean under one management as this does. It is the main artery through which the life blood of Canada's young nationality flows from province to province, from Atlantic to Pacific. Beyond Canada it reaches some of the choicest sections of the United States, and its arms now stretch out across the Pacific to the West and South, and gives the Empire its only British route through nothing but British territory to our possessions in Asia and Australia and among the islands of the Southern seas.

Pinned up within the four corners of his little island, it is not easy for an Englishman to realise what a main line of 2,906 miles means. That is exactly the distance from Montreal, where the trans-Atlantic voyage ends, to Vancouver, whence the China and Japan and Honolulu and Australasian steamers push their way West and South across the Pacific. Take the longest through journey known to us in the United Kingdom (from London to Inverness), and you will have to pass up and down five times before you cover the distance of this one Canadian main line. Add to this main line the section to Halifax on the Atlantic verge—and that section you must add if you would get from coast to coast in winter, when Montreal is ice-bound—add this 756 miles and you must pa s more than six times between London and Inverness before you have accomplished a similar distance.

DIFFICULTIES THAT WERE OVERCOME.

A howling wilderness you may have heard some one call this thousand miles of rock and swamp, and lake and forest, along the northern edge of Georgian Bay and Lake Superior. Sparsely peopled it certainly is, with only here and there a lumberman's shanty, a small farm hewn out of the forest, or a rough mining camp. Yet its rocy, pine-clad slopes, its clear, bright streams and lakes, and its sombre forests, have a peculiar beauty in some of nature's moods. Where else will you see such trout as at Nepigon, while of bear, moose and deer your gun may find a few. Even those stubborn rocks, which did all they could to resist the intrusion of the railway, and now yielding rich copper, nickel and other ores, and we already hear of the mineral wealth of this same "howling wilderness." It is from this region that the United States buys the nickel for the armor plates of its warships.

To cut the hard rocks, dynamite factories had to be established on the spot, and on dynamite alone one and a half million pounds sterling is said to have been spent. All through the winter of 1884 85, 9,000 laborers, enlled from all corners of Europe, were employed in rock cutting, and on one 90-mile section of the road alone as much as two million pounds sterling was expended.

Thus the hardest rocks at last were cut, the deepest morasses were filled in, the most treacherous swamps crossed; and the iron rails bridged the gap between the old Canada and the new just in time to allow Canada's own soldiers to pass rapidly to the Northwest to crush the half-breed rising of 1885. The journey which Colonel Wolseley made with great labor in three months, when he went to quell the first rising of the hot headed Riel in 1870, may now be done with ease in a day or two.

But it was on the prairie section, covering the next thousand miles between Winnipeg and the Rocky mountains, that the C.P.R., set the world's record in railway making. Very much easier the work of course was than that through the rocks and swamps of the Lake Superior section, or that among the gorges and glaciers of the mountains. But do not suppose that the prairie is like one long billiard table. There is really very little level country west of Winnipeg; it is all up and down hill, and it took 17,000 cubic yards of earthwork in each mile to raise the rails to a level and put the line out of reach of the winter snow. And do not suppose that the rails were just stretched out on the flat earth with a spike here and there and then left. The line was meant for many a year's hard wear. It was laid from one end only, full tied and full spiked, and in no case were rails hauled ahead by teams; they were always laid continuously.

With the work thus thoroughly done, what was the record? It was begun in May, 1881, just three months after Parliament set its seal to the charter, and before the end of that year trains were running over 105 miles westward from Winnipeg. A line about equal in length to that from London to Sheffield had been laid in those few months. In seven or eight months of 1882, 419 miles, more than equal to the distance from London to Edinburgh, were added, and in 1883 another 876 miles, and thus in three seasons the whole 962 miles was covered by one continuous pair of steel rails.

During seven weeks of 1882, or in forty-two working days—for the record shows that the C.P.R. rested from its labors on the Sunday—134 miles of main track were laid, or an average of 3.19 miles per day, exclusive of sidings. In 1883, even this average was exceeded. In eight weeks, or forty eight working days, 166 miles were laid, or an average of 5.46 miles per day, while on one day the record reached the enormous figure of 6 38 miles, requiring 2,120 rails, or 640 tons of steel.

Each day the contents of from twenty to twenty-five 20 ton cars of rails and fastenings, and from forty to fifty cars of ties and other materials, were laid by the sixty different working parties. Nearly all this heavy material had to be brought at an average of 1,000 miles by rail; while every stone and piece of timber, and every morsel of food for the army of hungry men and horses, had to come from distant Winnipeg. Very different this from railway building in a settled land like England, where food and material are almost at your feet. One who saw the work done tells us, in Engineering, that there not a stick of timber, and no preparation for work could be seen one day, the next would show two or three spans of a nicely finished bridge, and twenty-four hours afterwards the rails would be laid, and trains working regularly over it.

But now that the prairie is crossed, what about those three mountain ranges rising up like giants to stop the way, and those impassable canons through which the Columbia, the Kootenay, the Illi-cillewaet, the Fraser, and the Thompson rivers rush down to the Pacific ocean? Three-quarters of a million pounds sterling had already been spent upon surveys without finding an acceptable passage for the railway. But done the work must be, and those dogged Scotchmen of Montreal—George Stephen (the Lord Mount-Stephen of to-day), Donald Smith (now Sir Donald Smith), R. B. Angus and their associates, were not the men to be thwarted even by mountain ranges and rushing torrents. Above all was the general manager of those days, the president of these, Mr. W. C. Van Horne, a man of untiring and unconquerable zeal.

In the forty-four miles between the summit of the Rocky mountains and the mouth of the Kicking Horse pass, the line makes a sheer descent of 2,757 feet, and this meant crossing the Kicking Horse river nine times, the drilling by hand of 370,000 cubic yards of hard rock, and the meeting of many landslips. Then came a gap of 220 miles, in which two mountain ranges, the Selkirks and the Gold Range, had to be crossed.

What all this meant you can well realize to day as you climb for mile after mile along the mountain sides through forests of gigantic trees, and at last reach the summit. Pile a respectable mountain of 1,000 feet on the top of Snowdon, and you will be about on a level with this one point on the C.P.R. track. And when you reach that summit what groups of mountain peaks are all around you, each in the icy grasp of a glacier, and each sending mountain torrents into the deep gorges through which the railway calmly threads its way in great curves and loops as though it had been a fixture there for ages.

It was really a giant's task to find, amid these treacherous glaciers and majestic mountain slopes, a safe pathway for a railway, but the intrepid engineers managed it, and they managed it so quickly that when on November 5th, 1885, the first Montreal train reached a point in the Eagle Pass, near the second crossing of the Columbia river, it found the two construction parties, one working from the east and the other from the west, face to face, with only one rail wanting to make the line complete from sea to sea. And now for the last spike! Was it to be a golden one, driven amid the flow of champagne, as on other American roads? Not at all. It was just as good a spike as any on the road, and no better; and, said the matter-of-fact Mr. Van Horne, "those who want to see it driven will have to pay full fare."

Thus in four and a half years, five years in advance of contract date, was the North American continent spanned for the first time by one through line, and the experience of seven years has shown how well the work was done. What Columbus set out to discover, what the Sieur de la Salle dreamed away his days in desiring, and what Franklin and many another hero gave their lives to find—a new route to China and India—was quickly found and opened to the world by this mixed gang of engineers and navvies.

The United States, when it had a population of forty millions of people, only with difficulty carried a line from St. Paul, in the heart of the continent, to San Francisco, on the Pacific coast, and all the world applauded the engineering feat. Canada, with five millions of people, completed a much greater undertaking—a line from ocean to ocean—in a far shorter period. Verily, British pluck is not quite a thing of bygone days!

And what of the future? Of that we may judge by the past. Only yesterday, as it were, Canada was little more than the geographical name for a group of disconnected and despised provinces; to-day, thanks largely to the Canadian Pacific railway, it is the home of a sturdy, prosperous nationality. Only yesterday, as it were, the Northwest of Canada was a wilderness locked away from man. As you pass through it to-day you will see its vast plains being covered with smiling homesteads and busy little towns—"cities" all, if you please. Only yesterday, as it were, Vancouver was the centre of a dense pine forest. To-day the pines have given place to broad avenues of shops and residences, with electric lights and electric cars such as England cannot boast, and into their storehouses trans-Pacific steamers are pouring the produce and luxuries of Asia and Australasia.

Who shall set limits to the future of a land with such a record of enterprise as that?

POWLES CORNER, FENELON.
Special to The Warder

RANCHES.—Mr. Jas. Fell drove 81 head of cattle back to his ranch in Somerville. Mr. Fell is a large stock raiser, and a good farmer in every particular..... Another drove of cattle went from this locality to the big island owned by Smith & Co. of Port Hope. This island is a grand place for cattle. Lots of water, feed and shade.

AROUND AGAIN.—We are glad to see our old friend Mr. John Lean around again, after an attack of inflamation. Mr. Lean was skilfully treated by Dr. Wilson of Fenelon Falls.

SEEDING.—Farmers in this part are nearly through seeding. Some have already finished They are all pleased with the fine spring, and good crops are anticipated.

GOOD ENOUGH.—Mr. John C. Parrish has a hen turkey that layed two eggs in one day. Who can beat this?

AN OLD PRACTICE.—It is an old practice and one that should be stepped, that is for the council to allow pigs to run at large to cultivate each side of the road for every obnoxious weed, and then compel the farmers to cut these weeds. As the Fenelon council is made up of wise men why don't they show some of their wisdom and abolish that which is wrong?

COME TO STAY.—Mr. John McRae, Mrs. Samuel Magee's father, who has been living near Pontypool for a number of years, has come to spend the rest of his days with his daughter, Mrs. Magee. The old gentlemen is very feeble. Owing to the infirmities of old age his memory is nearly gone, as he still thinks he is living at Pontypool.

Burdock Blood Bitters cures Dyspepsia, Burdock Blood Bitters cures constipation. Burdock Blood Bitters cure Biliousness. Burdock Blood Bitters cure Headache. Burdock Blood Bitters unlock all the clogged secretions of the bowels thus curing headaches and similar complaints.—37-2

Bad blood causes blotches pimples, abcesses ulcers, scrofula, etc. Burdock Blood Bitters cures bad blood in any form from a common pimple to the worst scrofulous.—37-2.

Children Cry for Pitcher's Castoria.

HAVE YOU BACK-ACHE

DODD'S KIDNEY PILLS

WILL CURE YOU

"Backache means the kidneys are in trouble. Dodd's Kidney Pills give prompt relief."

"75 per cent. of disease is first caused by disordered kidneys.

"Might as well try to have a healthy city without sewerage, as good health when the kidneys are clogged, they are the scavengers of the system.

"Delay is dangerous. Neglected kidney troubles result in Bad Blood, Dyspepsia, Liver Complaint, and the most dangerous of all, Brights Disease, Diabetes and Dropsy."

"The above diseases cannot exist where Dodd's Kidney Pills are used."

Sold by all dealers or sent by mail on receipt of price 50 cents. per box or six for $2.50. Dr. L. A. Smith & Co. Toronto. Write for book called Kidney Talk.

School Notes

SOMERVILLE.—S.S. No. 9 Somerville, for the month of April. Names arranged in order of merit:—Class 4—Samuel McFarland, Nettie McFarland, Ettie Griffin. Class 3—Wm Thos Watson, Joseph E Griffin, Albert Fountain. Class 2—Fred'k J Watson, Wm Jas Griffin, Martha E Perdue, Wm J Goodhand, Arthur Goodhand, Annie Griffin, Walter Griffin, Jas. Griffin. Part 2—Hector Griffin, Robert Wilson, Gordon Wilson, Della Goodhand, Thomas Perdue, Thomas Griffin. Part 1—Albert Suggitt, Alice Goodhand, Charlotte Griffin, Geo Goodhand. FLORENCE E. SARLES, teacher.

BRAULES.—Standing of pupils of S.S. No. 1 Mariposa, for month of April:—Sr 4th class—Annie Ferguson, Geo Wooldridge, Arch McDougall, Clara Western. Jr 4th class—Eva Rodman, Luther Gilson, Eliza Stevens, Maggie Gilson, Louie Haskill, Bessie Robinson, Louie Gilson, Mary A Wills, Laurence Rodman, Melv'e Gilson, Euphemia Branning. 3rd class—John Lunney, Middleton Ferguson, Ada Wills, Ida Wickett, Heber Cornish, Reuben Davison, Annie Hall, Frederick Western. 2nd class—Charles Wickett, Oswald Gilson, Wallace Davison, Edgar Wooldridge, Arthur Haskill, Llewellyn Hall. Part 2nd class—Sarah Stacey, Lorne Davison, Zella Gilson, Constance Ferguson, Murice Haskill, John McDonald. 1st class—Margaret Ferguson, Stanley Gilson, Casey McDonald, Eletta Wesley, Ernest Wooldridge. R. S. BROAD, teacher.

Beware of Frauds.

THE UNFAILING SUCCESS OF DODD'S KIDNEY PILLS INDUCE FRADULENT IMITATORS TO ATTEMPT TO PASS WORTHLESS REMEDIES ON THE PUBLIC.

TORONTO, May 7—This appears to be an age of fakes and frauds. It seems impossible for any new idea or valuable invention to be made known without a host of imitators trying to foist their worthless goods on an unsuspecting public in the hope of making an unmerited profit out of their worthless ideas. The unequalled success of Dodd's Kidney Pills in curing all forms of kidney disease, has led to the introduction of many cheap and base imitations that are worse than valueless. Dodd's was the first kidney remedy ever offered in pill form. For their own safety, purchasers should buy none but Dodd's Kidney Pills. Sold in large boxes: price, fifty cents per box or six boxes for $2.50. To be had of all dealers.—38-1.

I can highly praise Burdock Blood Bitters because it had a fair trial in my case with wonderful success. My symptons were dropsy, backache and sleeplessness, and all these disappeared after using two bottles of Burdock Blood Bitters. I cannot praise its healing powers too highly. GEORGINA HOLMES, Wood Point, Sackville, N. B.—37 2

Do not neglect coughs, colds, asthma, and bronchitis, but cure them by using Dr. Wood's Norway Pine Syrup.—37-2

Dr. Butler's Golden Pills have earned a great reputation wherever employed. As a nerve tonic and blood builder they are unrivalled. They increase the appetite and promote a healthy performance of all the functions of the body. A thoroughly scientific preparation, they never fail to effect a cure if directions are faithfully carried out. Nothing harmful in their composition. The most delicate system will be benefitted. Ask for Dr. Butler's Golden Pills and take no other.—49-1y.

Norway Pine Syrup is the safest cure for cough's colds, asthma, bronchitis, sore throat and all and lung tuouples, Price 25c. and 50c.—37-2.

Why suffer from Coughs, Colds, Hoarseness, Asthma or Bronchitis when perfect cure is so easy with Dr. Wood's Norway Pine Syrup.—89-tf.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

Land For Sale.

Several choice Lots of Farming, Grazing, and Timber Lands in Somerville for sale. Apply at any time. SAM. SUDDABY Burnt River.—3-1y.

Property for Sale.

That well known property, Link's terrace, Glenelg street, composed of five brick houses, realising a rent of $600 per year; also the property on the corner of Glenelg and Lindsay streets, composed of half an acre of land, on which is a good frame house and stable. Terms liberal. Apply to the owner any day after twelve o'clock, corner of Lindsay and Glenelg streets.

May 3 1893.—85-tf. MRS. D. G. OLIVER.

R. KENNEDY.

DEALER IN

Lumber, Wood, Shingles, Lath, Lime, etc.

Wishes to remind his customers that he has on hand the largest stock of good

DRY HARD WOOD

a town.

OFFICE AND YARD—No. 8, WELLINGTON STREET.

Telephone Communication.

Lindsay, Nov. 22, 1892.—62-1y

Medical Cards.

DR. G. S. RYERSON
Oculist and Aurist, 60 College St. Toronto.—97-1y.

DR. A. W. J. DEGRASSI,
Physician, Surgeon, &c., &c., Wellington Street, Lindsay.

DR. McALPINE,
Office and residence—William street north, corner of Colborne street, Lindsay. Office hours 10 a.m. to 2 p. m. Telephone communication.

P. PALMER BURROWS, M. D. C. M.,
Graduate of McGill College, Montreal, 1886, Physician, Surgeon, etc. Office and residence opposite Carr's hotel, William street.—45.

DR. JEFFERS,
Late of Oakwood, has removed to 23 Wellington Street, first house west of Dunoon's terrace. Telephone communication.—182-7-1y.

DRS. WOOD & ROSS,
Physicians, Surgeons, etc., etc., Kirkfield, Ont.
J. F. ROSS, J. W. WOOD, M.D.
Graduate of Toronto and Victoria Universities.
1831-1y

DR. SIMPSON
Office and residence, Russel street, second door west of York street. Office hours—9 to 10.30 a.m.; 1.30 to 3.30 p.m., and 7 to 8 p.m.
Graduate of University of Trinity Coll., Toronto; Member of Coll. of Physicians and Surgeons, Ont.; late physician to Rockwood Asylum, Kingston.
Grand Trunk R'y Surgeon Lindsay District.
1734

Legal Cards.

McSWEYN & ANDERSON,
Barristers &c., Lindsay. Offices immediately opposite the Daly House, Kent street.
JOHN McSWEYN. DONALD R. ANDERSON.

MOORE & JACKSON
(Successors to Hudspeth & Jackson) Barristers, Solicitors, etc. Office, William street, Lindsay.
F. D. MOORE. ALEX. JACKSON.
1683-1y

A. P. DEVLIN,
Barrister, &c., County Crown Attorney, Clerk of the Peace, County of Victoria. Office, Keenan's block, over Weese's store Lindsay.

HOPKINS & CHISHOLM,
Barristers, Solicitors, etc. Money to loan at lowes rates. Offices—6 William St., Lindsay, Ont.
G. H. HOPKINS. D. H. CHISHOLM
—1654.

JOHN A. BARRON, Q.C.
Solicitor for the Dominion Bank.
OFFICES—New Dominion Bank Buildings, William street, Lindsay.
Money to lend on Mortgage, or Promissory Notes, at lowest rates. —1869-tf.

R. J. McLAUGHLIN & M. H. McLAUGHLIN
Barristers, etc., Baker's Block, Lindsay, Ont.
We are now loaning money in sums, large or small to suit borrowers, on best terms and at very lowest rates of interest.
R. J. McLAUGHLIN. M. H. McLAUGHLIN.
—1843-1y

Money.

MONEY TO LOAN.
McSweyn & Anderson are now prepared to loan both private and company funds at the lowest current rates on good security
1853-1y. MCSWEYN & ANDERSON.

MONEY TO LOAN.
Money lent on Mortgage. Straight loans at lowest current rates. Terms of repayment to suit borrower. Mortgages negotiated.
1732-1y MOORE & JACKSON.

MONEY TO LOAN.
Straight Loans at the very lowest current rates. Mortgages Purchased.
A large amount of Trust Funds for investment, payable on terms to suit the borrower. Farm and Town Lands for sale.
HOPKINS & CHISHOLM, Barristers, Lindsay.
1654

MONEY TO LOAN.
I have recently had a considerable, though limited sum of money placed with me for loaning on farms, at FIVE AND A HALF PER CENT. Parties wishing to borrow on these terms should not delay to make application. Large amounts of funds, at slightly higher rates, according to security. In most cases Solicitor work is done in my office, ensuring speed and moderate expenses.
ALLAN S. MACDONALD,
63-tf. Barrister, etc, Lindsay.

Business Cards.

JOHN BURN,
Issuer of Marriage Licenses. Janetville.

FRANK L. SOMERVILLE
MEMBER CANADIAN SOCIETY, CIVIL ENGINEERS.
Civil Engineer and Architect Plans furnished for all classes of work, and construction superintended. Office—New Opera House Block, Lindsay street, Lindsay.—71-1y.

T. A. MIDDLETON,
Life, Fire and Accident Insurance Agent. Agent for the Ontario Mutual Life Assurance Co.
OFFICE—Holtorf's Block, Kent street, Third Door East of the Post Office, upstairs.—1764-1y
Office hours from 9 to 12 a m., and from 1 to 4 p.m

To Rent.

Park Lots 3 and 4, west of Albert street, Lindsay containing nine acres. Will be rented cheap for a term of years, if necessary, to a suitable tenant. For terms, etc., apply to
JOHN DOUGLAS,
Chief Constable, Port Hope.
April 27 1891.—86-tf

CANADIAN PACIFIC RAILWAY.

Ontario and Quebec Division.

GOING WEST.

		Express.	Express.	Ex. from Vanco'v'r
Leave	Montreal	9.10 a.m.	8.50 p.m.	
"	Ottawa	11.30 a.m.	11.00 p.m.	
"	Carleton Jc.	2.46	12.01 a.m	3.50 a.m.
"	Peterboro	5.52 p.m.	5.11 a.m.	8.39 a.m.
Pass	Pontypool	6.36 p.m.		7.43 a.m.
Reach	N. Toronto	8.20 p.m.	7.38 a.m.	11.10 a.m.
"	U Station	8.35 p.m.	8.00 a.m.	11.45a.m.

GOING EAST.

		Express.	Express.	Pacific Express.
Leave	U Station	3.30 a.m.	3.45 p.m.	5.00 p.m.
"	N. Toronto	3.05 a.m.	3.18 p.m.	5.31 p.m.
Pass	Pontypool	10.46 a.m.		7.00 p.m.
"	Peterboro	11.31 a.m.	11.41 p.m.	7.53 p.m.
Arr	Carleton jc.	4.37 p.m.	4.25 a.m.	12.41 a.m.
"	Ottawa	5.45 p.m.	5.35 a.m.	
"	Montreal	8.15 p.m.	8.15 a.m.	

NOTE.—Pontypool is only 17 miles due south from Lindsay.

THOS. C. MATCHETT,
Petty' Jewelry Store Lindsay Agent.

GRAND TRUNK RAILWAY.

LINDSAY STATION.

GOING SOUTH-EAST.

Hrs. of dep.
5.45 a.m. Mixed direct to Port Hope via Bethany, from Lindsay.
10.50 a.m. Express via Peterboro to Port Hope, from Whitby, Port Perry and Toronto.
7.55 p.m. Express via Peterboro to Port Hope, from Toronto.

GOING SOUTH-WEST.

9.15 a.m. Express direct to Toronto, from Port Hope via PeterLoro.
1.45 p.m. Mixed to Toronto, from Lindsay.
6.05 p.m. Express to Toronto from Port Hope via Peterboro.
Passengers for Port Perry and Whitby via Manilla Jc. connect on either 9.15 a. m. or 6.05 p.m. trains.

GOING NORTH-WEST.

6.30 p.m. Local for Coboconk, connecting at Lorneville with Express for Orillia and Midland City.

GOING NORTH.

8.00 p.m. Mail for Fenelon Falls, Kinmount and Haliburton.

ARRIVAL NOT MENTIONED ABOVE.

10.35 a.m. Mail from Haliburton, Kinmount, Fenelon Falls, etc.
9.35 a.m. Local from Coboconk, Midland, Orillia, and Lorneville.
12.00 p.m. Mixed from Toronto to Lindsay.
1.45 p.m. Local direct from Port Hope via Bethany.

Hotel Cards.

VEITCH'S HOTEL.
The only second class house in Lindsay Corner of Kent and Cambridge streets. A first-class Veterinary Surgeon always in attendance E VEITCH, Prop.

FOREST HOUSE,
Sobcaygeon, Capt. Bottum, proprietor. Having leased the above hotel and refurnished the same the proprietor solicits a share of public patronage. Board $1 per day. Boats, livery and stage office in connection.—1574.

PATTIE'S HOTEL,
Coboconk.—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.—1319-9m

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 hostlers always in attendance. THOS. McCONNELL, proprietor.—1819-9m

KINMOUNT HOUSE,
Kinmount, Joseph Bowie, proprietor. 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,
Charlotte Street, - Peterboro.
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.—1670-1y

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Haliburton is without a rival in this district as a summer resort for families, and is beautifully situated A charming place for the huntsman, the sportsman and the fisherman. It is away in the primitive forest and in a beautiful little village possessing a railway, telegraph offices, and all the conveniences of modern life. Charges surprisingly moderate. The very place to "Spend a Happy Holiday." The proprietor is anxious to accommodate all he can, and parties coming to stay a few days are requested to communicate by post or wire. Five hours rail from Toronto. The hotel is supplied with every accommodation, and a good table is kept. Free Buss to and from station D. KELLETT Proprietor.—1875

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H. HART, L. D. S.,
DENTIST.
Office over Fairweather & Co's. Store, opposite the post office, Kent st., Lindsay. Charges moderate. —1828-1y

W. H. GROSS,
L. D. S., Dentist, Lindsay.
All branches of dentistry, including the beautiful and durable Crown and Bridge work, and the Porcelain filling system, successfully practised by Mr. Gross. An upper or under set of good teeth for $10 Pure gas and vitalized air for painless extraction. Free when artificial teeth are required. Over 23 years experience Rooms over Kennedy's store, opposite Dominion Bank Kent St.—1520

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M.R.C.D.S., ONT., DENTIST, LINDSAY
Is now using Ethel Chloride (Benzue) for the extraction of teeth. It is applied to the gums in the form of a gentle spray when numbness is produced and the teeth extracted. No hypodermic needle is required to pierce the gums in its use. It is the invention of Dr. Benzue, 34 Rue Le Bruyere, Paris, France.
Mr. Neelands continues to use gas, vitalized air with his usual success. He has given it uninterruptedly for over 26 years, extracting teeth for thousands of persons without pain or injury.
Beautiful artificial teeth inserted at prices to suit every person. All the finest classes of dentistry, such as porcelain, crown, and bridge work successfully done. Persons from a distance please send a card before coming. OFFICE Next door to Carter & Co.'s dry goods store, Kent Street Lindsay.

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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.

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Chemist.
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Parcels called for and delivered.
Family washing a specialty.—1-tf.

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—IRON FOUNDER—
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MANUFACTURER OF
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Have a large assortment of General Patterns to the above description of works
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IS now prepared to attend to all orders in Paper Hanging and

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IT WILL PAY YOU

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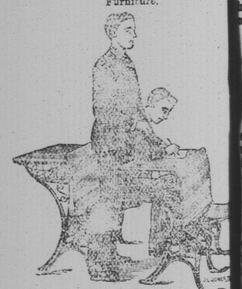

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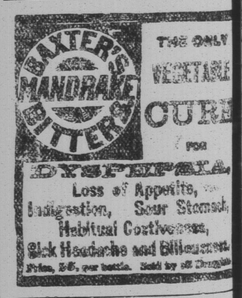

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