

REMNANTS

—IN—
WALL PAPER

we will clear out all our
Remnants at a
BIG SACRIFICE

—TRY—
PORTERS
BOOKSTORE.

The Watchman.

THURSDAY, AUG. 4, 1892.

Editorial Notes.

The government returns show that export trade of the Dominion for the year ending 30th June was \$8,500,000 more than the largest previously known that of 1881, and nearly \$20,000,000 in excess of the average for the last five years. The import trade for the past twelve months increased \$2,922,738. Taking the aggregate import and export trade of the Dominion, the increase was \$9,509,396 over the previous year, and \$19,602,795 over the average for the past five years. The total trade for the year just closed was \$221,271,816.

The Ottawa Free Press, a reform journal, wrote the other day as follows: "The farmers of the United States have been cursed with a system of monopoly for a greater length of time than the Canadian farmers have been. Their difficulties are due not to the want of a market, but to the high prices they are obliged to pay for everything they have to buy." Canadian farmers were therefore wise in their generation when they rejected the policy of Unrestricted Reciprocity with the United States, the benefits of which are so clearly set forth by the Free Press.

A bulletin of the United States census recently issued gives the distribution of population as to nativity, sex, and color. Of the total population of 62,622,250 there are 32,067,880 males and 30,554,370 females. Of the total population 53,372,703 are native born and 9,249,547 foreign born, whilst 54,983,890 are white and 7,638,360 colored. The native born population during the last ten years increased by 22.76 per cent., and the foreign born by 38.47 per cent. As compared with the former decade, the increase of the foreign element has been very much greater, and that of the native born somewhat less. The native born colored population increased 13.11 per cent., whilst the whites increased 26.68 per cent.

The British Parliament meets to-day, and the address from the Throne will be presented on Monday next. As a majority of 40 has been returned against the Salisbury government, a change of ministry will take place on the first opportunity to divide the House. The new Opposition, however, will be a united and formidable one, whilst the Gladstonian party's majority is composed of various sections that have very little in common. On the one side will be arranged 271 Gladstonians, 72 anti-Parnellites, 9 Parnellites, and 4 Laborists, whilst on the other are 268 Conservatives and 47 Liberal-Unionists. A majority of 40 in a House of 670 is a close one under the best conditions, but when that majority is liable at any moment to break up, the situation becomes extremely doubtful.

The result of the recent plebescite in Manitoba on the Prohibition question, a vote of three to one in favor of the latter movement, will hasten the demand for a similar test in the other provinces. In Ontario, Nova Scotia, New Brunswick, Pr. Edward Island, and the territories the impression is that a vote in favor of the principle of prohibition would be carried by large majorities. Even should prohibition not follow immediately upon such a result, the moral effect of such an expression of popular opinion upon the administration of the present liquor laws

or upon legislation in the direction of prohibition would be very great. Why not move to have a plebescite in this fair province of Ontario on this much vexed question at the next general election, which rumor says is not so far off?

A MEETING of the provisional directors of the Bobcaygeon, Lindsay and Poontypool railway is to be held, we understand, on Monday next, the 8th inst. The government grant of \$32000 per mile from Bobcaygeon to Poontypool was made at the close of the late session of parliament, and the public are looking anxiously forward to steps being taken towards the early construction of the road. The directors may rest assured that they will receive the hearty support of the municipalities through which the proposed line is to pass in any reasonable scheme they may have to lay before them. The immediate benefit that will be derived from the expenditure of the large sum required for labor and material in the construction of the road will be considerable. To Bobcaygeon and district surrounding the possession of a railway outlet will be invaluable; whilst to Lindsay and the large district tributary to it the construction of an independent competing line is a matter of the greatest importance. Every encouragement should be given to hasten the early construction of the road.

UNDER the old Reciprocity treaty of '54, the Americans enjoyed the use of the Canadian canals. On the abrogation of that treaty by the United States government, Canada of her own free will continued the arrangement for the five years following, when in 1871 the Washington treaty was agreed upon between the two countries. The latter treaty, which is now in force, dealt with the fishery and canal questions. Under it Canada gave to the United States vessels equal treatment in Canadian canals, whilst the United States agreed to give Canadian vessels equal treatment in American canals, and in addition the right to carry produce from an American port across Canadian territory to another port. The latter

right the Americans cancelled long ago without the slightest reason or provocation, whilst the free use of their canals has been rendered null and void to Canadians by the passage of cunning customs regulations requiring foreign vessels to unload at the first port of entry. The use of the Sault canal is all the privilege that Canada has been in the enjoyment of in return for her concession to United States vessels of the use of the Canadian canals on equal terms with Canadian vessels. Canada has fully observed her part of the treaty, whilst the United States has from the start followed an entirely different course.

THE Privy Council of Great Britain has decided that the Manitoba Act abolishing Separate schools, in that Province was perfectly within the constitution. The decision in effect defines that the minority in that Province had no "rights or privileges" in regard to state Separate schools at the time the Province was formed and became a part of confederation which have been "prejudicially affected" by the Act of the local legislature abolishing these schools. Just as in the case of New Brunswick, the highest British tribunal has declared that Manitoba is free to deal with the question of national education untrammelled by any outside interference. As in the former case of twenty years ago, considerable agitation resulted over the decision, which as time went on died out, as a result largely of the success which has marked the adoption of the national and non-sectarian system; so in the present instance, Manitoba is likely to have this "burning question" on her hands for a short while, to be in the end left to the enjoyment of her rights and privileges in the matter of education, as well as the benefits of one system of schools for the province. The talk about Dominion interference on behalf of the so-called rights of the minority in Manitoba, is not to be taken seriously. Such a course, even if constitutional, which it would not be, would be a dangerous experiment. The loudest protests against the late decision of the Privy Council are heard

from the Province of Quebec. The latter Province has been a great stickler as to provincial rights where her own affairs have been concerned, and must learn to respect the right of Manitoba and the other provinces to regulate their own domestic concerns and to shape their own future in their own way.

THE motion aiming at the reduction of railway fares to two cents per mile, which was introduced into the Ottawa House by the member for East York last session, has called attention to the delicate position which members of parliament occupy in regard to railway legislation, on account of their enjoying free passes as a gift from railway corporations. The chief argument used in favor of the above reduction of fares was that the two cent rate has proven a success in England. Owing to longer distances and less travel in Canada, the conditions are not present which have made the lower rate a paying speculation in England. The shelving of the motion for the present at Ottawa was, it may fairly be granted, the result of due weight being given to this consideration. The objections, however, raised to members of parliament accepting passes from railway corporations hold good all the same. There is no necessity for enlarging upon the close relationship which exists between the railways and the government of Canada, or the importance in the interest of the public of our legislators being kept perfectly free from the possibility of undue influence on the part of these corporations. Were private individuals or business firms in any municipality, who either had been or might at any moment be deeply interested in money grants or other action on the part of the local council, to give valuable presents not to one member only but to all the members of that body, what would the public think of such a condition of affairs? The system would be at once denounced as dangerous and corrupt, and quite justly so. Railway passes to members of parliament is a practice precisely on a par, and is deservedly condemned. To the argument that it is necessary that mem-

bers should run about the country in order to become acquainted with the wants and capabilities, the reply is that the various government departments collect all information of that kind, and it is at all important and that for extra services or travelling that may be found necessary in this direction the country will be quite willing to pay it.

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PARCEL 1.—Lots No. 3 & 4 West of Mill street, being half an acre, which is a two-and-a-half storey dwelling house, containing parlour, dining-room, kitchen, china cabinet, library, kitchen, laundry, (stationary wash tubs, with hot and cold water) bath-room, (hot and cold water) and eight bed rooms. The house is built throughout with hot water; is exceptionally well built, having 14 inch walls, is in perfect repair; there is also a stable and driving house sheds; hard soft water, and every convenience. Tending purchasers can see the premises by applying to the undersigned.

PARCEL No. 2.—Lots No. 7 and 8 East of Lindsay street, (immediately opposite the Separate school); there is a right way reserved from No. 8 and also a feet of rear of same.

PARCEL No. 3.—Five-and-a-half acre in Block H, being lots 5 to 15 inclusive. These lots are central, and beautiful, located within one block of court buildings; they will be sold in one block or divided to suit purchasers.

Terms easy. For further particulars apply to
J. R. DUNDAS,
Lindsay, July 5th, 1892.

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1892.

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Admission
The Watchman

THURSDAY, AUGUST 4, 1892

Town and County
Flies! Flies!
everything to kill them at
-28-4.

The New Opera
Mr. W. White, the conductor of the new opera house is pushing with the utmost speed, and soon be up. It is expected that the building will be finished in November.

LINDSAY PUBLIC

Mid-summer Program
SECOND TO THIRD CLASS

Miss Husband's Class—
Nellie, Coburn Agnes, Graham Howard, Hussey Sam, Ingle Lizzie, Martyn Lillie, Moore Harry, Wilson Geo.

Miss Twamley's Class—
Britton Hattie, Bartlett Mabel, Clendenen Edith, James Lila, Lemm George, McGar Percy, Rogers Bertie, Robson Bruce, Sharpe Mabel, Wilson Robbie, Walsh Ford, Way Willie, McCord Minnie.

Miss Wray's Class—
Bery Lizzie, Bradshaw Fred, Elliot Maude, Fyson Maggie, Glass M., Heaslip Bertha, Heaslip Evelyn, Mark Norma, Ritchie Howard, Skitch Leta, Williams Annie, Henley Fred, W.

JR. III. TO SENIOR CLASS

Miss Fanning's Class—
Chamberlain Fred, McElroy George, Miller Mabel, Patterson Olive, Helson.

Miss Murray's Class—
Geoch Salina, Graham Marian, Moore Victor, Shannon Louis, Touchette Haroll, Williams Willie, Ritchie Bruce, McLean Flossy Skinner.

The following are the class:
Miss Twamley.—Albe Courtemarche, Stella Liams and Willie Way
Miss Wray's.—Annie Sylvester, Leta Skitch.
Miss Husband.—Geo. Bates.
Miss Fanning.—Edie McKay, Mabel Miller.
Miss Murray.—Marian Salina Geach, Harold V.