

READY-MADE GARMENTS.

FOR LADIES.

Our stock of Fine Imported Mantles, Jackets and Ulsters will be found to contain all that is new, handsome and fashionable...

FOR MISSES AND CHILDREN.

We are showing a full range of sizes in several different makes and patterns, and can guarantee styles, qualities and prices right.

Mantles at One-Quarter their Original Value.

We have laid out several odd lots in Ladies' and Misses' short - 3/4 - and full length Mantles, to be slaughtered at the following prices: Lot 1, 50 cents each; Lot 2, \$1 each; Lot 3, \$1.50 each; Lot 4, \$2.00 each; Lot 5, \$2.25 each; Lot 6, \$2.50 each.

MEN'S AND BOYS' OVERCOATS.

We have opened and placed in stock a very large and complete assortment of men's, youths' and boys' Overcoats and Pea Jackets. Our reputation for selling RELIABLE CLOTHING is such that it is not necessary to keep up a certain head of steam to blow our own trumpet all the time.

GRAND ASSORTMENT of men's, youths' and boys' SUITS and PANTS.

SPECIAL BARGAINS in FULL CLOTH PANTS, and JUMPERS, OVERALLS, SMOCKS, &c. GREAT VALUE in UNDERWEAR. We are selling big parcels of underwear every day, prices away down, qualities away up.

WARNER & CO., 76 and 78 Kent Street, Lindsay

MANTLES. CLOTHING. DRESS GOODS.

Money never went farther than it will go this season in the purchase of really handsome and serviceable MANTLES. Each season it seems as if there could be no improvement in the goods offered.

In the selection of this stock of CLOTHING all tastes have been consulted and all needs remembered, so that it seems impossible that anyone seeking a suitable OVERCOAT could fail to find the article most desirable after an examination of our display.

Choice is desirable for those who are making Dress Goods purchases, and an extensive choice is impossible without an extensive stock. One of the features of this present season will be the extent and variety of the stock which we submit for the purchasers' selection.

Competition in Lace Curtains, Carpets and Blinds has been distanced, and no we are on the home stretch to gain your patronage and good will.

E. E. W. MCGAFFEY,

Lindsay's Leader of Low, Cash Prices Dry Goods House.

IT IS ARRANGED AT LAST.

The Town will Construct the Wellington-st. Sewer by Day Labor.

THE ENGINEER'S REPORT IN FULL—THE ESTIMATED COST NOT TO EXCEED \$750—THE REPORT GOES THROUGH UNANIMOUSLY—AN ALL NIGHT STREET SERVICE—THE ISOLATION HOSPITAL MATTER DROPPED WITH A DULL THUD.

A special meeting of the town council was held on Thursday evening last. Mayor Ray occupied the chair and Reeves Kyle and Crandell and Councillors Keith, Bryans, Touchburn, Lovell, Head, Mallon, and Tully were also present.

THE ENGINEER'S REPORT. The following report was read from F. L. Somerville, C. E., town engineer.

Lindsay, Oct. 19, 1893. D. Ray, Esq., Mayor.

DEAR SIR:—I have this day examined the brewery creek below Wellington-st., and I find the culvert in very much better condition and considerably larger than I had been led to suppose.

Under these circumstances and taking into consideration the limited amount of money at your disposal, and the necessity of doing something at once to minimize the risk of floods next spring, I beg to recommend that an open ditch, twenty inches wide on the bottom, and with proper side slopes be dug on the south side of Wellington-st., easterly from Cambridge-st., the bottom of the ditch at the west end to be on the same level as the present ditch at that point and to have a uniform fall of six inches in every hundred feet. At a point about 200 feet west of William-st. it will be necessary to cover the ditch in, and I would recommend that a culvert, 3x3 feet be built in a straight line from that point to a point on the north side of Wellington-st., near the west end of the approach to the bridge.

From this point the water can run on the surface of the ground to the river. Practical experience, next spring, will show whether it is necessary to protect the surface at this point.

In the meantime the works I propose would consist of about 375 feet of open ditch and 300 feet of culvert, and the total cost should not exceed \$750.

As the open ditch will require to be cleared of snow and ice, every year, before the spring freshet and also be a possible cause of complaint, the culvert can be extended westerly at any time.

Any money there may be to spare after the above work is completed, should be expended in improving the present channel. The parts that should be attended to first are (a) the part on the north side of William-st. and immediately north of that street. (b) The right angle turns near the centre of the block, between Wellington and Bond-sts.

At the first mentioned points the culvert is smaller than at any other place and should be enlarged. At the second point the course of the stream should be changed, if possible, so as to do away with the sharp turns, which offer a very considerable resistance to the flow of the stream.

As, on account of improvements to the streets, the water will reach the creek in a shorter time each year, the freshets will become more severe, though possibly of shorter duration. I would therefore recommend that in any renewals or alterations to the present channels, the culvert should have a capacity of 20 feet of sectional area and that wherever possible it should be uncovered.

Your obedient servant, FRANK L. SOMERVILLE, Town Engineer.

Coun. Touchburn had found things as stated by the engineer. He thought new tenders should be asked for as he felt that the work could be done, cheaper, quicker and better by contract than by day labor.

The Mayor favored doing the job by day work and suggested that the committee instruct the Inspector to start at once and push it through without delay.

Moved by Reeve Kyle, seconded by Coun. Keith, that the report of the engineer re the Wellington-st. sewer be received and adopted, and that the street and bridge committee instruct the overseer to commence the work at once, under the superintendence of the town engineer.—Carried.

Coun. Mallon thought it would be sufficient to open the old channel, but if the new scheme was to go on, he wanted the old sewer left alone.

A BOWLING ALLEY. A petition was read from Angus Dovey, asking for a bowling alley license.—Finance committee.

Moved by Reeve Crandell, seconded by Coun. Mallon, that 400 feet of 6 inch tile be given to Messrs. S. Ryley and Jos. Graham of the east ward, for draining on the north side of King-st.

The Mayor said that the matter was now before the street and bridge committee and nothing could be done until that body reported.

Coun. Touchburn said he had seen the applicants personally and had found out that the work had to be done in order to drain the land. The matter is just as broad as it is long. The work can be finished and the committee, if they feel so disposed can make a grant towards it.

THE MOTION WAS RULED OUT OF ORDER.

THAT HOSPITAL. The Mayor brought up the matter of an isolation hospital and said that typhoid fever is epidemic at Port Hope, Oshawa and other neighboring places and pointed out that the same might be the case here at any time.

He regarded human life as the greatest charge that the council had and thought that in the interests of humanity the council should take immediate action. He wanted the council to act unanimously, as one child's life was worth more than all the taxes we pay in a year. He thought an hospital would be a safe guard against infection and a suitable building would only cost \$1,600.

Coun. Keith wanted the matter left over until next year. Reeve Crandell said the great mass of the people were opposed to the proposed expenditure. The discussion then suddenly dropped,

although the Mayor urged some member to make a motion.

ALL NIGHT. Moved by Reeve Kyle, seconded by Coun. Keith, that the chairman of the fire, water and light committee be instructed to make arrangements to have certain lamps lighted early in the night, instead of the latter part of the night as the arrangement at present is not satisfactory.—Carried.

The meeting then adjourned.

SHOT THE BURGLAR.

The Collector of Canal Tolls at Port Dalhousie Kills a Man.

PORT DALHOUSIE, Ont., October 22.—About 1.15 o'clock Sunday morning burglars entered the canal toll office here through a rear window with the purpose of robbery. Mr. W. B. Clarke, collector, heard a slight noise in the office, jumped up off his couch, where he had been sleeping, in time to see a man stick his head through the bedroom door. Mr. Clarke grabbed his revolver and asked the man what he wanted. The burglar made no reply and Clarke shot at him the next instant. The burglar dropped backward to the floor and yelled to his pal, "Jack, Jack, I'm shot." Mr. Clarke had just slammed the door shut when a bullet came through the door and entered the wall about six inches from his head. Mr. Clarke then raised the bedroom window and yelled for help in hope of making the lock tenders hear him when a second bullet came whistling through the window, but fortunately missed him by about two inches. Before the lockmen had arrived the burglars had dragged the injured man through the window and started off. Mr. Clarke and the lockmen followed them as far as the railroad bridge, where they lost track of them, and only having one revolver in the party, and Mr. Clarke with nothing but a light suit of underclothing on, they deemed it better to come back and get more help.

The police station at St. Catharines was notified immediately and the chief frontier points as soon as possible. No further trace of them was found until 2 o'clock this afternoon, when the body of a well dressed young man, about 28 years of age, with sandy hair and light sandy moustache, was found about forty yards from the canal office. On examination a bullet wound was found in the man's breast, about half an inch above the right nipple, and is supposed to be the man shot by Mr. Clarke early this morning. A number of rings and other jewellery were found in the pockets of the dead man's clothes. A heavy brown freize overcoat, with ammunition, fuse and a lot of small burglars tools was found about a quarter of a mile from the scene of the shooting affray. A railroad ticket from Toronto to Hamilton and a Russell House, St. Catharines, business card were also found on the dead man. The proprietor of the Russell House, St. Catharines, was sent for and identified the body as that of a man who, along with another, had dinner and supper at his hotel on Saturday, and says the deceased registered as James Miller and his pal as William Thompson, both of Detroit, Mich. There is supposed to be something crooked about them, as the ticket found read from union station Toronto. Mr. Clark is terribly broken up over the matter and expresses his deepest regret at having been the supposed means of killing the man, although perfectly justified in what he did. It is supposed that the burglars did not expect to find any person in the office as the assistant had left the office about 10.30 o'clock and likely they expected to have the place to themselves, expecting that the office was closed at 12 o'clock on Saturday night, but instead is open till 6 Sunday morning. Another peculiar feature is that some of the people living in the neighborhood of the canal office say that they saw the deceased man walking around in the neighborhood of the lock shanty and canal office about noon on Sunday and the body was not cold when the coroner arrived. An inquest will be held on the body and the citizens are anxiously awaiting further developments. It is supposed there were four men in the gang.

TORE DOWN THE UNION JACK.

A Repetition of the Unpleasant Incident at Chicago—Was Done by Irishmen. WORLD'S FAIR GROUND, Chicago, October 21.—There was almost a riot in Lady Aberdeen's village of industries to-night. A second attempt was made by 150 Irishmen to pull down the Union Jack, which has been floating from the tower of Blarney castle in honor of Lady Aberdeen's husband, the Governor-General of Canada. The Irishmen gained access to the top of the tower and tore down the English emblem, because they did not consider it ought to be unfurled in an Irish village. They were detected in the act by some of the offenders out into the Midway. The gang returned stealthily in a short time and climbed over one side of the fence and the guards were on the alert, however, suspecting that another attempt would be made as soon as the flag was strung up again and pounced upon the intruders. The guards summoned the patrol wagon and tried to arrest the whole number in the face of threats from a crowd of seven thousand sympathizers who quickly gathered around the village. The wagon came on the double quick and the force of guards tried to cope with the anti-English visitors. They no sooner had got one or two of their prisoners into the wagon than the men who pressed around it pulled them out. Three of the ringleaders were finally taken prisoners after a pitched battle of some minutes' duration. The Earl of Aberdeen arrived at the village with his secretary just after the battle and was very indignant at the act in ult.

DEATH AND NOT THE FAIR.

The Ghastly Last Journey of Visitors to Chicago.

COLLISION ON THE CHICAGO AND GRAND TRUNK, NEAR BATTLE CREEK, MICHIGAN—THE ACCIDENT CAUSED BY A DIRECT DISOBEDIENCE OF ORDERS BY A CONDUCTOR AND ENGINEER.

BATTLE CREEK, Mich., October 20.—Twenty-six heads of charred, blackened flesh, all that remain of what less than twenty-four hours ago were men, women and children in the enjoyment of life, health and happiness, rest upon the floor of an improvised morgue in the basement of a furniture store of this city. A mile away in the city hospital are a score or more human beings with gashed bodies and broken limbs. Add to this an engineer in jail and a conductor a fugitive from the law, and the story is told in brief of the latest of railroad horrors and one of the most appalling in character of recent years.

ORDERS WERE DISOBEYED.

Direct disobedience of orders on the part of the Chicago and Grand Trunk engineer and conductor, both of whom had seen long service with the company and were regarded as model employees, was the cause of the tragedy. A Raymond and Whitcomb special train of eight palace cars, filled with Eastern folk who had been taking in the sights of the world's fair, left the Sixteenth-st depot of the road at Chicago at 8.15 on the first section of the night express known as No. 6. The train was in charge of Conductor Burt N. Scott and Engineer Harry Woolley, both residents of the place. All went well until Battle Creek depot was reached. This was at 3.35. From here to the railroad's yards, a distance of a mile and a half, is a double track. When the Whitcomb special came to a full stop in the depot the night operator handed to Conductor Scott two copies of an order for the train to proceed to the double track east of Main-st., about half a mile distant, and there await the passing of the west-bound Pacific express known as No. 6. This train, which was nearly three hours late, was composed of thirteen day coaches and two baggage cars. Most of the day coaches had seen many years service and were in poor condition to withstand a collision. Every one of the faded number were packed with Eastern people, the majority of whom, taking advantage of the low rates, were on their way to take in the last week of the exposition. The Pacific express was in charge of Conductor John Bird and Engineer Gil Cranshaw, both of whom received orders at Lansing to look out for the west-bound on the double track, and were accordingly on the alert. After receiving orders at the Battle Creek station Engineer Woolley proceeded up the double track, but instead of stopping in accordance with his instructions until the west-bound express had passed, he continued on and entered again on the single track. He had hardly gone more than an eighth of a mile when the Pacific express was seen coming around the slight curve behind the telegraph offices of the railroad yards. It was speeding westward at a rate of forty miles an hour.

THEN CAME THE CRASH.

There was no time to apply air brake or reverse levers. The engineers and firemen of both trains jumped for their lives, and a second later the giant locomotives came together with a crash that could be heard half a mile away. With fearful force the engine of the special plowed nearly half way into that of the express, driving it backwards into the car, and the latter in turn into the day coach behind. The shock was so terrific that the first four of these were completely telescoped, the first coach cutting through the second, and the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping them in a mass to the north of the cars. To add to the horror the wreck took fire from the stoves or lamps, and as the flames mounted up the groans and shrieks of the maimed and injured were succeeded by heartrending agonizing cries and appeals for help from the scores imprisoned by heavy timbers, or held down by seats and iron frame work. The travellers on the special, nearly all of whom had been shaken out of their berths by the shock, poured out of the cars, but before the fury of the flames they were almost powerless to render any assistance except to the injured in the fourth car. At the moment of the crash Henry Canfield, one of the night clerks in the Grand Trunk office, a short distance away, pulled the fire alarm box and also telephoned to the engine house for aid. As ill fortune would have it, however, the key to the tower was mislaid and several minutes were lost before the alarm bell was sounded to awaken the citizens.

RESCUING THE SUFFERING.

The fire department was prompt in responding, but the nearest hydrant was nearly 2,000 feet away and when a line of hose was laid the pressure was not sufficient to throw a stream. Finally a stream was secured from another hydrant, the firemen meanwhile attacking the blazing wreck with axes, etc., but by the time a supply of water was available the telescoped coaches had been reduced to fragments of charred timbers, little more than the trucks remaining. The firemen then commenced the gruesome work of recovering what remained of the victims, the police taking charge of the valuables

and keeping the crowd at a distance. In response to the alarm from the fire station pretty nearly the entire town had turned out, and the residents, assisted by their wives, devoted themselves to the relief of those injured in the four cars. These were placed in buggies and carts and taken to the Nichols home, where a corps of physicians and nurses were in waiting to minister to their sufferings. The first body was found at six o'clock, and a few minutes after a dozen were discovered in a heap around the stove of the second car. The task continued until twenty bodies or portions of human beings had been brought out of the debris. For want of a sufficient number of stretchers boards were nailed together and a freight car standing on a side track was converted into a temporary morgue. As the work went on portions of satchels, valises, gold and silver watches, pocketbooks containing currency and a quantity of silver money were brought to light and turned over to the officers.

SOME AWFUL SCENES.

Not until their dying day will some of the citizens who were early on the ground forget the scenes that they were compelled to witness and helpless to relieve. No pen can describe the last moments of Mrs. Charles Van Dusen. She had succeeded in getting half way out of the window, but her limbs were pinioned by the heavy frame work of the seat she had been occupying with her husband and had taken fire. Thus held, roasting from the feet up, she pleaded and begged for the help that those outside were helpless to give. Despite her terrible agony she retained consciousness to the last, and as the flames crept up and surrounded her she called out her name and address and that of friends to be notified. "I am a teacher in the Methodist Sunday school at Sprout Brook, N. Y.," she cried. "Say I died like a Christian." Then the car gave way and she fell back into the flames. Many of the articles found in the debris may lead to the identification of some at least of the long list of unrecognizable dead. These include a handkerchief marked E. Wurtz, a card of A. Allan, & Co., 51 Bay-st. Toronto; a card of the Meriden fireinsurance Co., Meriden, Conn., with pencil writing that cannot be deciphered. Gen. Manager Spencer and Superintendent Atwater, of the Grand Trunk railway, came to the city on a special train immediately upon news of the accident and gave instructions for the care of the injured. Conductor Scott surrendered to the police. He made a brief statement to the effect that he gave the engineer a duplicate of the order he received; that he supposed he understood it; that he afterwards went into the baggage car and did not know that the engineer had gone over the siding and taken the single track until the collision occurred.

NEWS IN A NUTSHELL.

Despatches from Melilla say that the Moors are again threatening the Spanish garrison. Mr. J. A. Renaud, Hooper's lawyer, has secured, so far, thirty-two witnesses for the defence. There were sixteen cases of smallpox reported in New York during the week ending at noon on Saturday. A verdict of criminal neglect has been brought in by the jury that investigated the Mansfield mine disaster in Michigan. The Paris Memorial Diplomatic gives origin to a rumor that Great Britain has offered her services as a mediator between Spain and Morocco. During a Mahometan festival in Fez, Morocco, a few days ago, several Europeans were assaulted and seriously injured by the fanatical Moors. The Brazil elections have been postponed until December. Theodore Hebert, the sculptor, who was born in 1829, died in Paris on Sunday. The Marquis de Conyngham has arranged to sue for divorce on the ground of adultery. The admissions at the World's Fair on Sunday were more than one hundred and forty thousand. Dr. John C. Peters, the well-known authority on cholera and germ diseases, died in New York on Saturday. Lord and Lady Aberdeen were entertained in Detroit yesterday by Mayor Pingree, and afterwards left for London. The Maharajah Dhuleep Singh, who was born in 1838, died yesterday in Paris, from the effect of a paralytic stroke. The English Mediterranean fleet visited Spezia on Tuesday, and were given a cordial welcome by the Italian authorities. —Mr. John Haggart has returned to Ottawa from his visit to the World's Fair. —Controllers Wood and Wallace have returned to Ottawa from their tariff enquiry in the west. —Count Gourko, one of the most distinguished generals of the Russo-Turkish war, died on Tuesday. —The countess of Aberdeen was enrolled as a pupil of the Hamilton art school on Wednesday of this week. —News has been received in Brussels from the Congo State that the Belgian forces have captured Kirundu, an Arab stronghold, near Stanley Falls. —Father Stark, of Brantford, Ontario, who was reported among the victims of the Battle Creek disaster, is safe in Chicago, where he is enjoying the fair.