

# FORCED! FORCED! FORCED! TO VACATE OUR STORE.



The Lindsay public is pretty familiar with the full meaning of this announcement.

It means that we are placed in a very peculiar position. Our lease expires on Sept. 1st next, and our present Landlord has leased the building to another tenant for six months, Sept. 1st, 1906, to March, 1st, 1907. He now demands possession by that date as you will see by the "notice to vacate" served on us by his solicitors, a copy of which we reproduce here:

Fortunately for us the building changes owners on March 1st, 1907, and we have secured a new lease from that date for a term of years. So don't misunderstand us.

**We are not leaving town but just selling out the present stock to be in readiness to vacate.**

But the question which concerns us now most is what will we do with our present stock of forty thousand (\$40,000.00) dollars? We have decided to inaugurate

**McSWEYN & SMITH,**  
BARRISTERS, ETC.  
JOHN McSWEYN. W. E. SMITH.

LINDSAY, Jan. 31st 1906

AMOS J. FORD, ESQ.,  
Merchant, Lindsay.

Dear Sir,

We are instructed by Mr. James Lovell, your Landlord, to notify you that he will require possession upon the thirty-first day of August, 1906, of the premises now occupied by you, namely, that certain store and premises occupied therewith, situated upon the centre part of Lot number eight, north of Kent Street in the said Town of Lindsay, and having a frontage on said Kent Street of twenty-four feet, and being the store and premises lately occupied by Messrs. R. B. Allan & Co.

You will kindly govern yourself accordingly upon the date above mentioned.

Yours truly,  
McSWEYN & SMITH.

## A GREAT FORCED SALE and to sell, sell and sell

until the stock is reduced to the lowest possible point.

The store will be closed on Monday, April 23rd, Tuesday, 24th, and Wednesday, 25th, to mark down the prices, and will

**Re-open for the Great  
Forced Sale on Thursday,  
26th, at 9 a.m.**

Reductions of 5 per cent. to 50 per cent. will be made, the cuts going deepest where stocks are the heaviest. It will be the opportunity of the year to buy good goods cheap. No regular prices will be quoted, the reduced prices will be in plain figures so look for the new price marks.

Mark the date well and wait for it.

### All the following lines go on sale:

Dress Goods,  
Silks,  
Linings,  
Dress Trimmings,  
Gloves,  
Hosiery,  
Underwear  
Collars  
Belts  
Ribbons,  
Laces,  
Embroideries  
Corsets

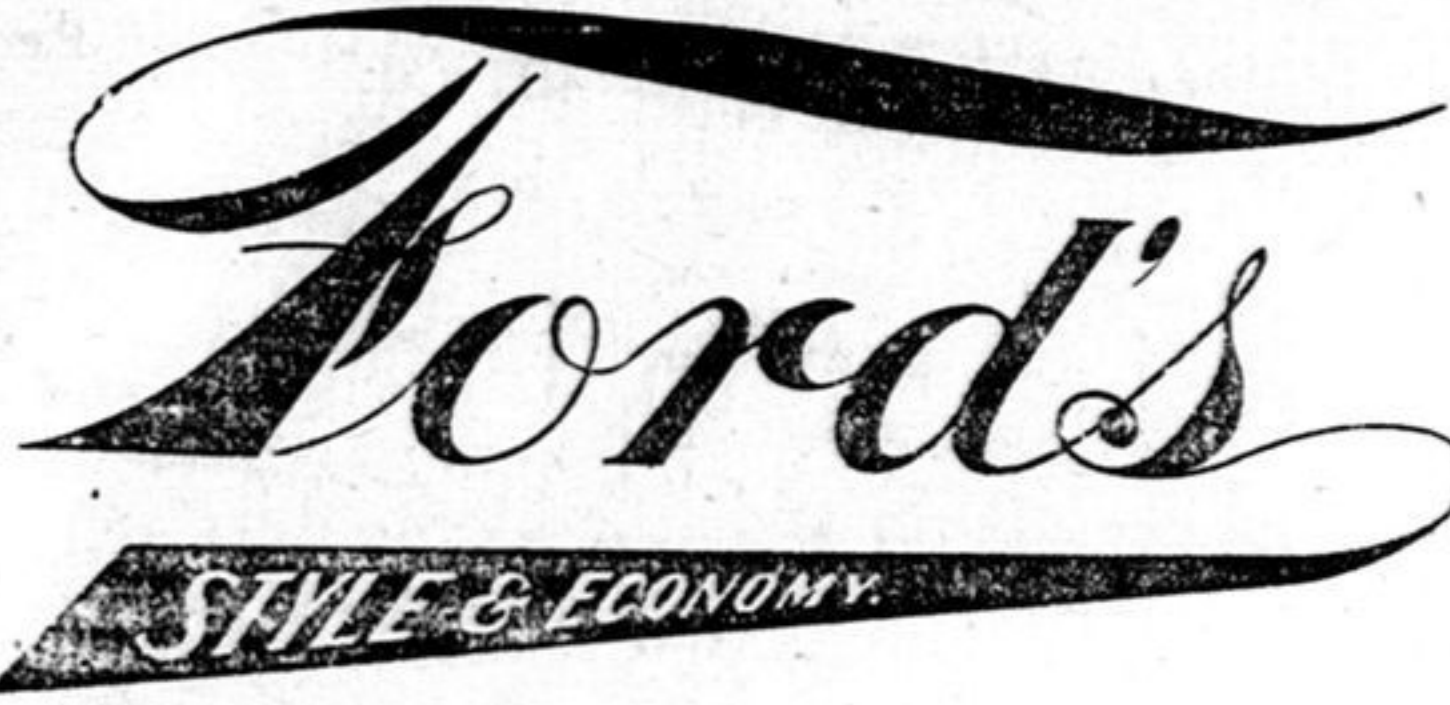
Wrist Bags  
Smallwares  
Men's Hats  
Shirts  
Collars  
Neckwear  
Underwear  
Braces  
Half Hose  
Liners  
Cottons  
Ticking  
Prints

Muslins  
Ginghams  
Shirtings  
Flannelettes  
Sheetings  
Pillow Cottons  
Dollies  
Pillow Shams  
Lace Curtains  
Carpets  
Linoleums  
Oilcloths  
Window Shades  
Lawns

Women's and Children's  
Ready-to-wear Garments  
Muslin Underwear  
Waists  
Skirts  
Wrappers  
Sateen Underskirts  
Silk Underskirts  
Raincoats  
Spring Coats  
Children's Dresses  
Winter Cloth Coats  
Fur Coats for men and women

Think  
twice  
before  
you  
miss  
this  
sale.

Strictly Cash Dealers.



Doors  
open  
on  
Thursday,  
Apr. 26th,  
at  
9 a.m.

Opposite Post Office, LINDSAY

### THE PAST AND FUTURE DECADES

THE BOARD OF TRADE SEEKS  
THE AID OF CITIZENS TO  
CULMINATE A GREAT PRO-  
JECT.

To the Editor of the Watchman-  
Warder:

As a business enterprise of great importance is to be laid before a meeting of the Board of Trade and those of our citizens who have the best interests of the town at heart, on Friday evening of this week, I have thought it desirable to give a few facts in order that we may be better able to understand our true position. All will agree with me in saying that in the past ten years we have seen the greatest expansion of Lindsay's trade of any ten years in its history, and more especially the last half of that period. In 1895, and for some few years thereafter, there were many vacant stores along our front street; the dwellings were plentiful; vacant houses were being occupied by tenants who were only asked to pay taxes and keep them in repair. During the past five years this state of affairs had entirely changed, every house became occupied by tenants who were advanced fully twenty to twenty-five per cent., new houses were built on every street, and no sooner had a man started to build than he was besieged by prospective tenants. The house question is a pretty fair barometer of the state of trade in any village, town or city. I would suggest to your readers who are interested in our town's prosperity to take a walk over our town as I have done in the past week or two and they will find that empty houses are becoming, I regret to say, plentiful, and it is not the shacks by

any means, but amongst them are brick dwellings which any citizen might occupy without discredit to his social position. In looking for a reason for the past prosperity, I have found one that pretty nearly explains it. I first went to our town clerk, and he very courteously gave me for inspection the by-laws passed for local improvements; that is, for our new fire hall, and I found they amounted for the past five years to the tidy sum of \$145,000.—no wonder our taxes have gone up. I next called on the clerk of the water commissioners, and he assured me that their extra expenditure for the past five years would exceed \$15,000; that is, expenditure in excess of their usual annual outlay. We have had the Ross Memorial Hospital erected at an outlay of \$60,000, not considering equipment; the Carnegie Library at a cost of \$10,000, leaving \$3,000 for equipment; the defunct gas plant laid twelve miles of piping which cost, with buildings and compressor, piping etc., \$35,000. The cash expended in the building of the C.P.R. branch that found its way into Lindsay trade amounted to, I am credibly informed, over \$200,000, and the county house of refuge caused an outlay of say \$30,000. This gives us an expenditure of very nearly \$100,000 per annum for the past five years, which we cannot expect to see repeated in the future, except the one item of railway building.

During the past decade we have witnessed and been benefited by a highly profitable lumber and shingle trade. The shingle trade during the first half of the term under consideration reached high water mark, considering value and demand, the United States taking all the shingles our mills could produce. This latter trade, it has become a thing of the past. Mr. Parkin has handed me his wage list for shingle cutting for the last six years his mill was running, and it totals \$47,156. Our lumber trade had an unprecedented increase in values, and the output is slowly but surely passing away. The last year having witnessed the closing of the Boyd mills at Bobcaygeon which shipped all their product through our town; this item alone, including the men engaged in the towing, made no small addition to the wage earners of our town.

Now, all these foregoing changes have been causing what we might call an abnormal expenditure of money in our town and have led to an increase in our population, and this in turn has led to an expenditure of no small sum of money in the erection of homes for what I fear are only transient residents; for, as we are already witnessing, the withdrawal of this expenditure is causing the persons who were living therefrom to leave our town, and unless there is something done to arrest this state of affairs, it will grow rapidly worse, until, as a Kent street merchant remarked last week, we will become an overgrown country village.

We are frequently taunted for being lacking in enterprise, being asleep, or stuck in our own mud. This is

### THE BISSELL 3 DRUM STEEL ROLLER



Has Draught Bracket giving low down hitch and removing all neck weight. Specially Pressed Steel Heads of a special shape in all the drums. Fine Large Anti-Friction Rollers used in Bearings. No centrifugal bearing to cut, equal or grind. None genuine without the "BISSELL" Inquire of your Agent or address

T. E. BISSELL, FLORA, ONT.  
Write for Booklet "E."

untrue, but unfortunately Lindsay does not possess any number of very wealthy men, and nearly every one is using his available capital in his respective business. I regret to say that we have some few men who have made their money amongst us in the town here it seems to me that we have made any just demands upon their means. When we have made our money here it seems to me that any worthy enterprise to assist the town should meet with assistance from these gentlemen. It is pretty generally conceded now that it is impossible for us to get manufacturers of ample means to locate here, and that any industry that we may secure must have local assistance in some manner. A fortnight ago a few of our citizens were met by a manufacturer who is looking for a location where he could have business that any industry that we are for a number of years, and that has been established under its present management, and eminently successful. A small committee was appointed to look into the proposition, and visited the works, taking with them two men able to put a proper valuation on the plant. The books were placed for my inspection and I have no hesitation in saying that the present business is in a very satisfactory financial position, and the gentleman asked to value the plant had reported its value at a slight sum in excess of that claimed for it by its owner. To bring this stock to the amount of \$30,000 be taken up here. It is an industry that runs the whole year, and will commence with a list of fifty employees, and it is fully expected that this number will be increased to at least one hundred in the course of a year. With fifty employees the pay roll will amount to \$30,000 annually, or in other words the amount of stock taken will come back into the town in the first year. It will be absolutely necessary for our merchants and leading in a whole hearted manner and be prepared to make some little present sacrifice if Lindsay is going to secure this industry. If this or some other equally desirable enterprise is not taken up, there is not anything for us but to slowly drift down into the old semi-dead condition. We have no Hon. G. A. Cox to secure us industries by the expenditure of his own money; but if we all unite we can make a fight for success and I believe if we once got an industry to come our way that others would be almost sure to follow. In connection with this allow me to state that I think that

great praise is due to the Light Heat & Power Co., who have placed a standing offer with the Board of Trade to furnish electrical power at as favorable terms as offered by Peterboro. I must apologize for taking up so much of your valuable space, but the importance of the subject is the only excuse I have to offer.

Respectfully Yours,  
H. J. LYTLE.

### BOOK REVIEW

"KARL GRIER."

The novel, "Karl Grier: the strange story of a man with a sixth sense," is just published by McLeod & Allen, Toronto. It is by Louis Tracey, author of "The Wings of the Morning," "The Great Mogul," and other stories. The writer is a close student of psychology, telephony and discovery into activity of all properly regulated brains; (d) a time may come when man shall know all things, as nothing can happen, which the brain is not capable of conceiving.

On the other hand a reverse picture is drawn to show that heredity affects adult manhood in a far less degree than education. If it were possible to leave an infant, born of civilized parents, wholly to its own devices, it would possess no articulate language, its knowledge would not extend beyond the limited recognition of a few articles of food, its reasoning faculties would be a blank, its highly convoluted brain a storehouse of potentialities as hidden as the wonder of its nervous system or the chemical building of its tissue. This is the story of Karl Grier, the chief character, in India, where the mesmeric quality is so strong among the natives, from childhood possessed the strange power of shadow sight or the sixth sense, which is supposed to enable one so endowed to realize events and read thoughts transcending at a distance. The "leading lady" of the book is a child playmate of Karl, and their attachment and similar powers form the basis of the extraordinary adventures and happenings related. Although Mr. Tracey leads one to

great flights of imagination, the reader will hope that such a state of education as he suggests will not prevail, and that at least very few mortals shall ever possess the sixth sense, for the world will be happier without it. The Creator has nicely limited human nature, and in the possibilities opening up in the various resources of recent discovery, a means of universal communication is dawning upon the world, transcending by far the unreliable flights of clairvoyance or telephony. There is no doubt that the cultivation of the imagination, perhaps not intentionally, but the emphasis placed upon the commercial side of life shuts out largely the finer arts of the mind, and the soul that communes with the muses is placed away down the scale. On the other hand the abnormal development of imaginative powers fosters superstition and suspicion. If the imagination could only be trained to imagine the truth, then it could be put to utility.

Many people believe in second sight, but the faith of the practical mind is much shaken in regard to it when the tricks of the exponents of this so-called faculty are brought to light, and we see how easy it is to deceive the common five senses. Mr. Grier takes his readers quite into romance. His style is pleasing and the plot well planned. However, we can afford to let Marconi and Morse and Bell do the "hello" business for us, rather than become central stations, mechanical hinges, for pan communication.

### THE SPLIT-LOG DRAG

A CHEAP DEVICE FOR LEVELLING COUNTRY ROADS.

D. Ward King, of Missouri, has the credit of inventing an inexpensive implement to be used on muddy roads, the idea being to puddle them so they will dry up with a smooth, compact surface. The following description of the device is reprinted from the Farmer's Advocate: The two halves of a split log, ten to twelve inches thick, are set on edge thirty inches apart, both flat sides to the front. The cross bars are strong oak or hedge bars, the ends of which are wedged into two-inch auger holes bored through the slabs. If working upon a clay or gumbo road, it is advised to put iron-rod wheels on end of drag at end of six months; for softer soil, at end of twelve months. For further particulars about this drag and its uses, read the following by the inventor himself: From the outset of this work, so many questions have poured in upon me indicating points concerning which the public might go astray, the understanding of how to build and use the split-log drag, that I have prepared the following road-dragging "catechism," as covering, with fair completeness, the main working facts in the problem: Would it not be better to plow the road before dragging? No. Plowing gives a soft founda-

tion. Plowing in the middle of the road is a relic of the old dump-scraper days.

What do you do when there are deep ruts in the road? Drag them. If you drag when the surface is quite loose and soft, you will be surprised how soon the ruts disappear.

How do you get the dirt to the middle of the road? By hauling the drag slantwise with the end that is toward the center of the road a little to the rear of the other end.

But suppose the road is too narrow?

First plow the wheel tracks. After three or four rains or wet spells, plow a shallow furrow just outside the dragged part. Spread this, over the road with a drag. Only one furrow. You may plow another furrow after the next rain. At each plowing you widen the road two feet.

How many horses do you use? Two generally; three if it is just as handy; four when breaking colts. A good solid team in the center, and a colt on each side, two men on the drag, one to drive, the other to control the colts.

How do you draft the road? If the earth is pushed in the middle of the road continually, the road will drain itself.

Why not make the drag out of plank? You can, and do good work; but the split log is the best. The plank drag is not so stiff.

Why not make the drag of heavy, sawed timber? Because drags so made have a tendency to slip over the bumps.

Don't you grade up the road first? No. The grading is done with the drag, gradually. By so doing, the road is solid all the time, and is built on a solid foundation.

What does it cost to drag a mile of road a year? The cost is variously estimated at from one to three dollars.

How do you keep the drag from dodging around sideways? By not loading it too heavily. If a drag dodges around the earth you are moving, it is because it is overloaded.

Will the dragged road stand heavy hauling? Yes and no. A dragged road will stand more heavy hauling than an undragged road, but not so much as a macadamized or well-kept gravel road.

Will a drag help a sand road? A sand road is a very different proposition from the black soil, clay or gumbo. An entirely different method must be adopted. Three things may be done to a sand road to make it better: First, keep it wet; second, haul a clay on to it; third, sprinkle it with crude oil, as they do in California and some parts of Southern Kansas and Texas.

The drag will be beneficial in keeping the sand road perfectly flat, so that it will absorb moisture and retain it a long time.

To this catechism I would add the following "Don'ts": Don't drive too fast. Don't walk; get on the drag and ride. Don't be particular about material; almost any log will do. Don't try to drag with only one piece; use two.

BALLOON RACE FOR PRIZE. Wm. Mettrey, the Chicago aeronaut, who narrowly escaped death recently in making a descent, now says he will try to make an air line trip to Chicago from New York in a race for a prize of \$3,000. Two representatives of the New York Aero Club called on him Thursday and he signed a contract and proceeded to New York. The race probably will begin next Sunday and he hopes to make the trip through the clouds to Chicago.

### Cheaper than Shingles

Don't you want Barn and Chicken Houses as dry as your kitchen? Roof them with

**Paterson's "Wire Edge" Ready Roofing**

It is cheaper than shingles and you can put it on yourself. With each roll of "Wire Edge" are nails, caps and cement. You need only a hammer and you can make all the buildings rain-proof, snow-proof and fire-proof.

Our booklet tells about the roofing that never leaks and lasts a lifetime. Let us send you a free copy and samples of PATERSON'S "WIRE EDGE."  
Sold by hardware dealers everywhere.

PATERSON MFG. CO. Limited  
Toronto and Montreal

**For Thin, Poor Blood**

You can trust a medicine tested 60 years! Sixty years of experience, think of that! Experience with Ayer's Sarsaparilla; the original Sarsaparilla; the Sarsaparilla the doctors endorse for thin blood, weak nerves, general debility.

But even this grand old medicine cannot do its best work, the liver is inactive and the bowels constipated. For the best possible result, you should take one dose of Ayer's Pills while taking the Sarsaparilla.

**Ayer's**  
SARSAPARILLA  
PILLS  
CROSBY FACTORY.

We have no secret! We publish the formula of all our medicines.

THE WATCHMAN-WARDER

THE R

At the East Agricultural Ex. Brook, 1895, he of his progeny prize 100-year-old 2nd and 3rd-p fully or adding

Mauder

THE WE

The P

By the Rev. Lon

"According to -Eph

Years ago I famous "Catho of the Seven" that immense possibly the in- architecture in- passed after it- ere it could be I remember the the great alt- were the pat- original des- the fleeing vic- centuries, the faithful to the exponents of played to sou- growth, as vel- workmen, but- made referen- We have no- not collective- idually, as we- never more th- it as the tem- for us there- wanting. A p- of Divine Lov- highest wisdo- recognize thi- words of scri- able—"Put on- renewed in kn- of Him that g- "We are ch- image from g-

THE I

To attain- for each- he also did- formed to th- Life, the Chr- effort after a- ness—it is to- constant effo- fulfill the b- that exists, a- as do those p- the great cat- There are t- their best, b- by no set pu- say, "you can- you plead "y- are any "g- urge," is use- less, unsatis-