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IT WILL PAY

If you intend building this season to consult me before making contracts. I have an up-to-date planing mill, and can supply everything that is needed for housebuilding at the very lowest prices. The best workmen, the driest lumber and satisfaction guaranteed in every case. Enlarged premises, and new machinery just added. All orders turned out promptly.

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 Honorary Graduate Ont. Vet. College. Formerly Govt. Inspector of Stock. Five years in Her Majesty's service as Veterinary of the Third District of Wales Despatches. Treats all diseases of Domestic Animals

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Cook's Cotton Root Compound
 Is successfully used monthly by over 100,000 Ladies. Safe, effective. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all mixtures, pills and imitations are dangerous. Price, No. 1, \$1 per box; No. 2, 10 degrees stronger, \$3 per box. No. 1 or 2, mailed on receipt of price and two 2-cent stamps. The Cook Company Windsor, Ont. Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 is sold in Lindsay by S. Perin, A. Higginsbotham, Morgan Bros. and E. Gregory, druggists.



These pills are a specific for all diseases arising from disordered nerves, weak heart or watery blood. They cure palpitation, dizziness, smothering, faint and weak spells, shortness of breath, swelling of feet and ankles, nervousness, sleeplessness, anaemia, hysteria, St. Vitus' dance, partial paralysis, brain fog, female complaints, general debility, and lack of vitality. Price 50c. a box.

LIGHT SUITINGS For Summer Wear

I have them They are nobby, cool and also cheap
 Some new lines of Trouserings just to hand
 Give me a trial for your next Suit. Fit and finish guaranteed.

J. J. RICH, THE NOBBY TAILOR, LITTLE BRITAIN

New Boarding Stables

Having leased the Jewett Accommodation Barns on York-st., I am now prepared to receive horses to board by day or week on reasonable terms. First-class men in charge day and night. Farmers and others coming to town can have their horses carefully looked after, and parcels taken care of. Comfortable office.
 Five Cent Parcel Delivery office on premises. Goods delivered to any part of town promptly.
 First-class New Hack for Weddings, Funerals, etc., by the hour.

W. W. WORKMAN Phone 104.

TERRIBLE DISASTER BY FIRE.

200 Lives Lost in a Conflagration at New York City.

Three of the Fine Steamships of the North German Lloyd Line Burned and a Property Damage of \$10,000,000 Incurred - In Three Hours the Awful Havoc at the Docks Was Wrought - Supposed to Have Been Started From a Workman's Pipe.

New York, July 3.—Almost \$10,000,000 worth of property was destroyed, many lives were lost, many persons were injured, and at least 1,500 lives were imperilled by fire that started among cotton bales, stored on pier No. 3 of the North German Lloyds Steamship Company in Hoboken, at 4 o'clock on Saturday afternoon. In less than 15 minutes the flames covered an area a quarter of a mile long, extending outward from the actual shore line to the bulkheads from 600 to 1,000 feet away, and had caught three great ocean liners and a dozen or more smaller harbor craft in its grasp.

Those who gathered along the shores of the Hudson River to witness the great conflagration, saw a spectacle that they can never forget, and one that will always have a conspicuous place in the history of New York.

Fire in a bale of cotton on Pier 3, the most southerly of the four piers belonging to the North German Lloyd Line, started the conflagration. It was a few minutes after 4 o'clock when O. L. Spengler, an employee of the transportation company which handles the baggage at the North German Lloyd pier, walked into his company's office to count up and to carry away the money which was there. Looking down the pier as he entered the office he saw a bale of cotton ablaze.

By 7 o'clock the three piers of the North German Lloyd Steamship Company had been burned to the ground.

The southern end of the Campbell Storage Company building, consisting of five five-story structures, caught fire and flames shot out from every window from the two floors in a few minutes. The buildings, being filled mainly with jute and whiskey, made good food for the fire. The fire was so hot that the firemen were unable to go within fighting distance, and the flames had pretty much their own way there.

Four North German Lloyd liners were lying at the piers. No ship was at either side of the pier on which the fire started. On the south side of Pier 2 lay the Saale. On the opposite side of that pier the Bremen was tied up, and on the south side of Pier 1 lay the Kaiser Wilhelm der Grosse. On the north side of Pier 1 lay the Main, a brand-new ship which had crossed the ocean only twice. As soon as it was seen that a conflagration was threatened the attention of all the employes of the line was turned to saving the ships. The stream immediately in front of the burning piers soon swarmed with tugs.

The Kaiser was the first to connect with its tugs, but after they had made fast to her stern her great steel hawsers were still holding her to the pier. Already the heat made it impossible for men to handle those hawsers and cast them loose from the mooring posts.

"Catch the hawsers in two!" yelled some one in the crowd. It was the work of only a moment to bring ropes and stout arms began heaving away at the steel ropes. One after another the hawsers snapped in two, and slowly the great liner moved out into the stream. Before she was clear of the pier, however, it was seen that her starboard bow was afire. The crew immediately got to work on that part of the vessel, and by the time she was well out in the stream the fire was practically out.

While the crew of the Kaiser Wilhelm der Grosse was at work on her the crews of the Saale, the Bremen and the Main were doing their best to save those ships. The Saale was the next of the four to get out into the river. As she swung clear of the pier she was a mass of flame and smoke. She was afire from stem to stern. Persons aloft and ashore heard heartrending cries from the men aboard. Suddenly heads were seen at portholes on the port side and then brawny arms were waving frantically out of the same holes. As the first head appeared a man on a lighter near Pier 2 yelled:

"For God's sake, somebody go to the Saale! A lot of the crew are down in the hold."

Tugs ran up as close to the burning vessel as they could and pikes were made fast to some of the portholes. Desperate attempts were made by those at the portholes to get a firm hold on the pikes, but it is feared that many who were in the Saale's hold when she swung clear were burned to death.

The Bremen's hawser had to be chopped before she could swing loose. Once free, she moved out into the stream and was towed over towards the New York shore about opposite Desbrosses street. The fire boats, finding they could do nothing to save the Saale, abandoned her and ran up alongside the Bremen. Their streams had been playing upon the Bremen only a short time before it was obvious that the water was getting the better of the fire.

But by the time any one thought to ask about the fate of the Main she was beyond the possibility of saving. As has been said, she was on the north side of Pier 1, the most northern of the North German Lloyd piers. She was fitted with what are known as sunsails. As the flames swept northward from one pier to another they found fair fuel in these pieces of canvas, and before any one realized it the ship was afire from stem to stern. So quickly did the flames catch and hold her that no attempt was made to save her. Moored to her pier she lay and burned to the water's edge.

officers. The body of Capt. Mirow of the Saale has been found, burned so as to be unrecognizable. At least six women, stewardesses, perished on the Saale. They fought hard to live, scrambling to the portholes and begging the men in the fleet of little tugboats that hung about the liner.

"For the love of God, take us out!" they cried, and begged the firemen to play the hose upon them. The men on the wrecking boats wept and sobbed like children. They thought of their own wives and families present at home. None of them had ever been present at so awful a sight.

From a very reliable source, it was learned that the officers of the Saale had accounted for 111 persons, out of a total of 252, who were on board at the outbreak of the fire.

Some of the Larger Losses. The steamship Main of the North German Lloyd Line cost \$1,500,000, outside of the cargo, fittings and stores. The loss is placed at \$1,200,000 for the vessel, and about \$400,000 for the fittings and stores and cargo that were aboard her.

The steamship Bremen of the North German Lloyd Line cost \$1,150,000, and her fittings and cargo were valued at \$300,000. The cargo and stores were entirely consumed, and the loss to the vessel proper will amount to at least \$700,000.

The Saale, the steamship which will have the most horrible story of death to unfold when the divers go down in her, cost the North German Lloyd Company \$1,250,000, and the fittings and cargo were valued at \$300,000. The damage to the vessel proper is placed at about \$800,000.

The damage done to the Kaiser Wilhelm der Grosse is estimated at \$25,000.

The three docks of the North German Lloyd line, which were burned to the water's edge, are estimated to have cost \$300,000. The docks were well filled with merchandise, just received from abroad, and valued at \$350,000.

The Thingvall pier, which was entirely consumed, was valued at \$50,000, counting the stores which were on it.

STILL FINDING THE DEAD.

Other Facts Which Show the Appalling Loss of Life.

New York, July 3.—The partially submerged hulks of the huge North German Lloyd steamers Saale, Bremen and Main lie smoking in the upper bay and North River, apparently thoroughly wrecked. These German merchantmen hold many dead men within their iron sides. A police patrol forbids near approach to the sunken steamers, and warns off the curious who hover about in row boats. Eleven charred bodies now in the New York morgue were taken from the deck of the Saale, and divers are expected to bring up scores. Charred legs, sections of planking from half burned scows and lighters and other wreckage are drifting about the upper and lower bays, compelling steamers to pick their way with caution, to save their screws and paddles.

Dead Nearly All Employes. It is not yet possible to state accurately the number of dead, but the first reports of the fire, which represented the steamers and the piers as containing many visitors and prospective passengers, are not borne out by investigation, and it seems likely that nearly all of the victims of the disaster were employed in some capacity by the steamship company. However, the loss of life is appalling.

Forty Bodies Recovered. Forty bodies have been recovered, hundreds are missing, and no estimate of the number of dead now falls below 200. Of many of the dead no trace will ever be found, their bodies having been reduced to ashes in the furnaces. Nearly all of the members of the crews had their homes in Germany, and news of the disaster will carry sorrow to many a fireside in the Fatherland. No missing, except those employed about the steamers, have been reported to the police or to the company.

Most of the estimates of loss do not fall below \$10,000,000. Insurance men are rejoicing over the fact that the risks on the steamers were placed abroad.

May Have Been a Pipe. New York, July 3.—Notwithstanding the immediate investigation set on foot by the North German Lloyd Steamship Company, the cause of the fire has not been determined satisfactorily. It is now believed that one of the gang of laborers dropped the contents of a lighted pipe.

Bryan Dominates. Kansas City, July 3.—The throb and thrill of a great national assemblage is beginning to take possession of this young queen city of the southwest. Throughout the day there has been a steady tramp, tramp of incoming thousands by every train. The dominating influence of Mr. Bryan over the convention has been made perfectly manifest. To-day the convention will likely get down to business.

Smashed by a Big Tree. Brantford, July 3.—On Friday evening a large oak tree on the Mount Pleasant road was blown down and crashed across a buggy driven by two young men named Hartley and Kilgour. They were pinned down and seriously injured, especially Kilgour.

Excitement at Fez. Tangier, July 3.—There is great excitement at Fez, owing to French encroachments on the Oasis of Touat. A mob killed the manager of a French concern, who was an American citizen. The British consul has demanded the assistance of the authorities to protect his house, and the Jewish Ghetto is besieged. The legation here is making serious representations on the subject.

Bubonic Plague in Rio. Rio Janeiro, July 3.—The total number of bubonic plague cases reported since Jan. 4, is 224. The fa-

THE EYE OF A HORSE

NOT AN INFALLIBLE INDEX OF THE ANIMAL'S CHARACTER.

The Difference Between the "Wall Eye" and the "Watch Eye"—The Ear as a Guide—An Expert's Method of Judging Equines.

Many persons in forming opinions as to the character of a horse regard the eye as the feature above all others which tells the tale, but our investigation of the subject has led us to somewhat different conclusions, and experience with these animals has caused us not to place too much reliance upon its expression in deciding as to its vicious traits or docility. Notwithstanding that the examination of the eye is almost an inborn habit in judging the character of the creature, yet it seems that this particular feature is often overestimated.

We have known persons to condemn horses on account of the appearance of their eyes, saying, "I never feel safe with a horse which is always turning the whites of its eyes at me," but closer inspection would have shown the ivory white to be the result of absence of the coloring matter in a part which is usually of a darkened hue and was really the natural condition of things rather than a vicious habit. This deviation from the ordinary course of nature produces a variety sometimes called "watch eye," occasionally confused, however, with another kind called "wall eye." And here it may not be out of place to explain the difference between these two peculiar conditions.

The former appears as if illuminated by the contrast of the ivory white surrounding that part of the eye frequently called the sight, which in its turn may be almost black. This somewhat singular arrangement of things gives the organ the appearance of being ever on the outlook, watching, as it were. Some horses have both eyes constructed on the watch eye plan, and it gives the animal a rather wild expression, when, in point of fact, it may be a very docile creature.

The wall eye, on the other hand, is a condition due to the absence of coloring matter, this time in the interior of the organ, giving it a bluish or steel gray appearance which is a striking contrast to the soft brown eyes so often noticed in horses.

It must not be inferred that the eye should be entirely disregarded in forming an opinion as to the character of a horse, but it should be remembered that its expression is materially influenced by the attitude of the ear, an organ which is often lost sight of as far as being an index to the animal's character is concerned.

Our experience in judging horses has led us to regard the ear with much care, as its attitude and movements indicate quite a variety of conditions. Horses whose ears are ever restlessly without apparent cause are frequently ultra nervous creatures, well worth watching. Again, the restless ear will sometimes point to defective eyesight, which may be accompanied with partial or total loss of vision, while animals which throw them closely back upon the poll are often inclined to nip or bite. Indeed this very attitude is frequently a signal for combat.

On the other hand, horses whose ears are kept nearly in the same position most of the time are more than likely to be dull, stupid creatures, if they are not totally deaf. Deafness in horses is not at all a common thing, though we occasionally meet with cases in which the animal's attention cannot be attracted by sound.

The ear of the horse is not only a partial index to the animal's character as far as vice and docility are concerned, but its movements will at times sound the keynote of danger or warn us to be on the alert. In this connection a somewhat remarkable incident was related to me by a writer a few years ago by one of the Union soldiers who escaped through that famous hole in Libby prison, but was afterward retaken. The officer who recaptured the man subsequently informed him that his proximity was first revealed by the ears of his (the officer's) charger.

The story, in brief, was that the escaping soldier and a messmate were concealed in a wood. One night they were closely pursued by a southern officer and his men, and while stealing away from them as cautiously as they could the crackling of the dry leaves attracted the attention of the captain's horse, which somewhat suddenly and without apparent cause pricked its ears and seemed alarmed. The officer, taking the hint, ordered his troopers to surround the spot, and by the morning he had the two fugitives closely corralled.

Another feature which is regarded by many as an index to the character of a horse is the color of its coat, some believing that chestnuts or sorrels are likely to be high strung, nervous creatures, while gray horses often get the credit of being very docile, but our investigation along this line has not led us to believe that there is any reliance whatever to be placed in opinions formed upon such a theory. It is also contended that color has much to do with the comfort of the animal when exposed to the sun's rays, especially in the summer season, but observations have not demonstrated the truth of this supposition, as it has been clearly shown time and again that dark horses are able to do just as much work without showing fatigue as those of a lighter color. This may be accounted for by the fact that the coat is a nonconductor within certain limits, so that it probably makes little difference what color it is as far as the temperature of the parts beneath is concerned.

In studying the character of a horse it may be well not to jump at conclusions, but observe its habits carefully and give every link due consideration before coming to a final conclusion.—Professor E. A. A. Grange in New York Times.

Landing in South Africa. To get into the interior of South Africa from any of the five east coast landing places, Delagoa Bay and Beira, one must first cross a short extent of lowland and then ascend steep mountains. Having arrived there, the traveler is conscious of little or no descent, five-sixths of the whole interior being a vast plateau that extends to the Zambesi on the north, the Atlantic ocean on the west and varies in altitude from 3,000 to 6,000 feet above the sea level.—Scottish American.

No matter how careful a woman may be she invariably loses her name at the marriage altar.

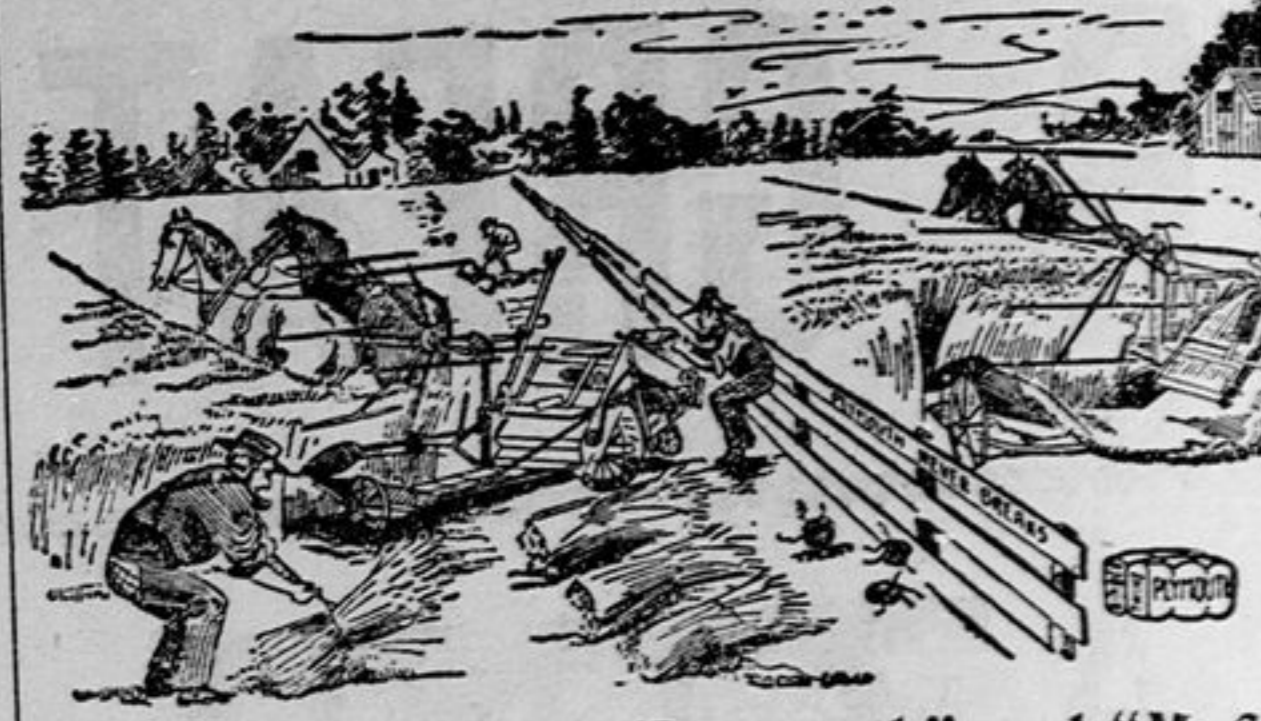
Among the coachesmen of Berlin are 7 retired army officers, 3 pastors and 13 nobles.

MILLINERY AT REDUCED PRICES

As the season is well advanced MISS BANNEN wishes to inform the public that she is selling the balance of her new and stylish stock of Millinery at greatly reduced prices. Call and inspect the goods. Everything is dainty and up-to-date.

MISS BANNEN,

Kent-st., Lindsay



The celebrated "Plymouth" and "McCormick" Twines below wholesale price.

R. SMYTH,

Opposite Market, Lindsay

LAUGHING GAS.

Some Unnecessary Reasons. At the Woman's league convention Miss Goggin had attention; She was billed to lecture on a theme of interest to all.

It was this: "Why I Am Single," And their nerves were all a-tingle, While a most impressive silence filled the big convention hall.

"I will tell you," said Miss Goggin, "Why in singleness I'm jogging, Why no manly oak may say that I'm his dainty clinging vine— Why I've never faced a preacher, Led by a male fellow creature, I will tell you—I have reasons, and their number is just nine.

"And I think the very worst one Is also the very first one; With its telling just one-ninth of all my reasons is disclosed.

Listen carefully, my sisters; 'Not a one of all the misters Ever popped the question to me or in any way proposed."

Then the ladies began shouting, Further information wanting, And Miss Goggin's voice was drowned, it's really very sad to state.

But they shrieked out to her shrilly: "Further reasons would be silly, If that's the first, you needn't mind about the other eight!" —Baltimore American.

Got It All.

Superintendent—I was watching you and observed that you entered but one house in the square between Uptn and Blank streets, yet your report gives full statistics of every family in that square. Please explain this, sir.

Census Taker—The lady whom I saw in that one house belongs to the same card clubs as do all the other ladies in that neighborhood.—Baltimore American.

Gratitude.

If you're born a bumblebee, You's gatter buzz an work; If you is a song bird, You mus' sing an never shirk; If you is a squirrel, You mus' hop 'um 'um to tree; Ain' nobody laffin Jes' at present, 'ceptin me.

If you is a hornet, You mus' hunt fish folks to sting; If you is a butterfly, You's always on de wing. So I sheets my eyes contented, An I sho's de bes' I can, An I'ze feelin mighty thankful I was born a cullud man. —Washington Star.

Their Line of Reasoning.

She—You are so peculiar! He—In what way? You tell me that I am faithful and manly and steady in my habits, and you know my love for you is unswerving. She—Yes, but there are times when I would like you to appear otherwise than all this.

The Polite Burglar.

"Will you please go away, sir?" she asked in a flight. Of the burglar she found in the dead of the night A-burgling away at her plate, And the burglar politely he bowed his shock head, And "I'm quite at your service, dear madam," he said, "Which perhaps it is needless to state." —Chicago Record.

Exhibition of Self Control.

"Why do you say she has wonderful self control?" "Because her father gave her a new ring the other day and she actually refrained from wearing it on the third finger of her left hand to rouse the curiosity and envy of the other girls."—Chicago Post.

This Occurs Decennially Only.

Hush, hush, hush! Here comes the census man! He comes about to spy you out; He'll "rubber" all he can! He wants the story of your life on a comprehensive plan, And it is hush, hush, hush! Here comes the census man! —Indianapolis Press.

Between Gallants.

"It vexed me horribly, I tell you." "Why, when Mabel's husband pulled a tooth for me (he's our dentist, you know), he gave her the dollar right before my face and eyes to go off and buy ice cream."

A Woman's Reason.

"My husband loves me dearly." Said a wife with knowing look. "How do I know? Well, because He eats anything I cook." —Chicago News.

Vacant Chairs.

"Attention?" repeated the heavy tragedian, "why, man, in the last act you could have heard a pin drop in the house." "Undoubtedly," commented the critic. "Empty seats are never noisy."—Chicago

A Dressmaker's

Are Such as to Cause Backache

A Toronto Dressmaker has Found a Positive Cure and Gladly Tells About it.



Those who suffer from backache, headache, pain in the side or any ailment of the kidneys will be glad to know that there is a remedy that never fails in the worst cases.

It is Doan's Kidney Pills. Mrs. P. Coyer, the well-known dressmaker, 224 East Hurst St., Toronto, gave the following statement of her experience with it:

"For some time I suffered a good deal from weak back, a tired feeling, and aches in various parts of my body. Since I have used Doan's Kidney Pills and the kidney troubles have been cured. That tired, dull, drowsy feeling that comes on me has now gone, and I can say I have not felt so well in years."

Doan's Kidney Pills cure backache or weak back, Bright's Disease, rheumatism, gravel and urinary troubles, young or old. The Doan Kidney Pills, Toronto, Ont.

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