

NOW FOR Dominion Day

Prices Splinters

Natal Day Celebration

The Wonderful Cheap Man! For the week we're going to fill a trade of our Corner Store with eager buyers and scoring since we started our Special

for the Holiday

Where else can you find such a variety of goods in summer. Fashionable Toggery. Every kind of foot from Hats to Hosiery. Close to choose from.

CELEBRATE!

Furishings, Light Fedoras and neckwear than we ever sold in June. Our stock has been the most brilliant and our prices since we started our Special

to sell for \$4.00, 6.00, 8.00. This week are marked down to 2.00, 6.90.

needs it would be downright irksome of your lifetime.

ugh, then come to Cough's. If we had that our stock is at least five times the quantity twenty five per cent. lower than a whole outfit tree.

gh The Wonderful Cheap Man

Thin Hair, Discolored Hair, etc.

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THE WATCHMAN-WARDER.

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Vol. XLVI, No. 26.

LINDSAY, THURSDAY, JULY 2nd, 1903.

75 Cents a Year in Advance; \$1.00 if Not so Paid

Muslins, Silks and Mohairs

White Muslins, White Silks and White Mohairs are in big demand. They seem to be the favorite fabrics for Bridal Costumes and Graduation Dresses; White Ribbons, particularly in sash widths find a ready sale.

GLOVES

Ladies' White Super-Lisle Lace Gloves 25c
" " " " " Long 35c
Ladies' Black Super-Lisle Lace Gloves and Ladies' Super Taffeta Glove in long and short length, sizes 6 to 8, at per pair 12-1, 18, 25, 35, 50 and 75c.

Ladies' Black Pure Silk Gloves in all sizes from 6 to 8 at 25, 50 and 75c
Foundation Collars with silk covered featherbone and fine silk chiffon in black and white, sizes 12 to 14 at 25c.

Ladies' Cotton Hose in Lace Stripe, plain and ribbed, fast colors at 15c.
Ladies' Fancy Hose in brodered and open worked, perfectly fast and stainless at 25c.

Best Lisle Thread Hose in ace effect and fancy embroidery 50c
For a good serviceable line of hose and medium price we recommend our No. 245 stainless black with bald iggan feet at per pair 25c

Puritan Brand Hose "ne 1 1/2 ribbed s-amesh feet, sizes 5 to 9 1/2 10:25c

Everlasting (mothers will be glad to hear of them) perfectly fast black and stainless proper kind for boyish boys, sizes 6 to 9 1/2 at per pair 25 to 35c.

Waist Sets, Stick Pins, Collar Tops, Lace Collars, Buckles, B-lis, Back and S de Combs, Handkerchiefs. The newest things in Stock Collars.

O'LOUGHLIN & MCINTYRE

Cash and One Price
KENT-ST. LINDSAY

HERE'S FOR A RUSH

of business from a Whirlwind of Bargains.

\$1.00 Shirts for 50c
20 Dozen Men's White and Colored French Cambric and Scotch Gingham Shirts to be sold while they last at 50c.

75c Shirts for 45c
10 Dozen Men's Heavy Drill Working Shirts, good value at 75c, while they last at 45c.

75c Overalls for 45c
12 Dozen Men's Striped Overalls with bib and braces, regular value at 75c to be cleared at 45c

Summer Ties 3 for 25c
See our Summer Ties at 3 for 25c.

Linen Collars 4 for 25c
25 Dozen Men's and Boys' Linen Collars, all styles and all sizes, to be cleared at 4 for 25c.

75c Sailor Hats 25c
See Our Ladies' Fine White and Black Sailor Hats at 25c
20 Dozen Men's and Boy's Str w Hats at 25c
We carry the largest assortment of Men's and Boy's F.1 Hats in the City and our prices are just half what you would pay elsewhere

Men's 50c Underwear 20c Boys' sweaters at 25c
Men's Fine Black socks at 15c. or 2 pairs for 25c

Have You Tried Our American Shoes
We are selling them for less money than the manufacturer is quoting them to-day, and for style, fit and quality they are unsurpassed
100 Pairs Children's Shoes at 20c. Ladies' Slippers at 13c

J. E. MATCHETT

Sylvester's Old Store, Next door to Post Office, Lindsay

THE FAMOUS AIR BRAKE THAT STOPS THE TRAIN

The Grand Trunk Instructor on the use of air Brake is Teaching Local Train Men

The intelligence that an air brake was under demonstration in town, at once suggested that if it was of the hot air variety, it might be considered by the citizens, for use in the council chamber. However, apart from that use of the mechanism it is a very interesting affair.

On the siding north of the round house, stands the largest car on the Grand Trunk system. Its low-trussed steel length is stretched between two 6-wheeled trucks, and it weighs 60 tons and 80 pounds. So says the gentleman in charge. He is Mr. A. Wright of Montreal, chief Grand Trunk instructor in the use of the Westinghouse air brake—the sort that for years has been in use, and has been successfully operated by the engine drivers and other trainmen. But the company aims at more than successful operation. It has decided that the trainmen must understand the mechanical construction of the device, and to assist them to do so, it has sent out this instruction car in charge of Mr. Wright. There is only one and it will go over the entire system from Portland to Chicago. It visits the terminal points, and at these points the trainmen are given their lessons. And they must learn them, and pass the examination on them, on pain of losing their jobs. The car stays a reasonably long time and employs that cannot then pass are laid off work until they can. So many a G.T.R. trainman and his family are on the anxious seat these days.

The instruction car is itself an interesting affair. It carries the air brake equipment of a train of 21 cars and the entire plant to put it into operation. These brakes instead of lying lengthwise as when on cars, stand on end in a double row along one side of the instruction car. They are gaily painted and coupled up as when in actual use on a train. A network of red iron tubing is spread across the car ceiling. This is used to teach the air signals in vogue on the railway. Sections of valves and parts of the mechanism in steel and polished brass stand about the car, and these together with colored charts and the words of the instructor make it difficult for a trainman not to get the idea. "Some of them do not find it easy. "Some of our best drivers who have been using a hard time passing the examination," said Mr. Wright.

Mr. Wright is a young man, but a practical locomotive driver, who was at the throttle for 8 years. He has been out with the instruction car for three years, but is not nearly over the system yet. He has been here three weeks and will likely stay as long again. There are over 100 men to be taught here.

STOPPING A TRAIN

A sample of his talk to the men is as follows and is not without interest to other people: "To bring a passenger train to a standstill properly is quite an art. If you wait until you get near a station before applying the air brake and keep it on till the train stops the pressure will tilt the car trucks up, and when you release the brake these trucks will right themselves and shoot the car backward. As a result the passengers get an uncomfortable jolt forward. The proper way is to apply the brakes twice: first when some distance away from the station. When the speed has been reduced to 6 or 7 miles an hour, release them. When quite near the station apply again and just before the train stops, release again. That will give the trucks a chance to right themselves while the train is in motion and the stop will be made with no jolt."

When standing the track before using the brake, be sure and let the whole length of the train come onto the sand before applying the brake. Then the wheels will have all picked up the sand and the brake will apply on their sanded surfaces. If you put on the brake too soon, it will grip the wheels of the rear cars before they strike the sand, which will not get between them and the brake; they will simply skid on it and be badly cut on the side of contact. These instructions were among those given to a class of 8 or 9 railway men who were taking their lesson the other afternoon. Mr. Wright is very courteous with those who visit the car.

OUR WALKS AND STREETS

Commissioner Campbell Tells, in His Yearly Report What His Town is Doing in Public Works

In his report to the department for 1902, Commissioner A. W. Campbell devotes more than a page to telling what Lindsay had done regarding permanent walks and streets. Part of what he says is as follows: Street improvement in Lindsay had its commencement in 1901, when portions of Lindsay and King streets were curbed and macadamized. This pairing Kent street, the main business street, is under consideration, and it is also being urged that William street leading to the railway depot, should be macadamized. Should these improvements be undertaken, it is proposed that a steam roller be purchased, as it is now recognized by these in charge of the work that a heavy roller is indispensable to satisfactory road work.

The town owns a gravel pit, but the material is not suitable for street work without treatment. During the summer of 1902 gravel was brought by boat from Sturgeon lake. This is a clean, hard quality of gravel, and cost 80 cent f.o.b. boat at Lindsay. This makes the cost from \$1.03 to \$1.05 stored in the town, or about \$1.30 delivered on work throughout the town.

SIDEWALKS

The first concrete sidewalks were put down in Lindsay in 1899. Some of the first were constructed by day labor, but this year (1902) all have been put down by contract, for 131 cents a square foot. Walks laid by day labor in 1901 cost 10.8 cents a square foot, the lowest previous contract price having been 14.5 cents. This year the higher price of labor has increased the cost of walks.

The construction of ten miles of concrete walks is contemplated for 1903. No plank walks are being laid as the initial cost is about six cents a square foot, and the life, with extensive repairs, is not more than ten years. The greater permanency of concrete has influenced the council to adopt the policy that no more plank walks will be laid.

THE COUNTY CRUSHER

The county council of Victoria, in 1897, purchased a stone crusher to provide broken stone for the use of the minor municipalities. The town pays the county \$1.25 per cord for crushing, the county providing the labor, and the town providing the fuel and stone. Field stone is brought from the farmers of the vicinity, who usually deliver it during the winter. Piled in the town where desired, this stone costs, for limestone, \$2.50 a cord, and for harder stone, granite or trap, from \$3 to \$3.50 a cord. The town has to move the crusher from wherever it may have been previously working in the county. This usually makes the total cost of crushing \$1.50 per cord, and the total cost of crushed stone from \$4 to \$5 per cord.

THE OLD-HOME REUNION

The Toronto Globe recently offered three prizes for the best three poems on the Toronto Old-Home Reunion being held in that city yesterday and the rest of this week. Mrs. Andrew O'Loughlin of this town, was a competitor. Her contribution was as follows:

The youth was tall and young and fair,
And manly beauty graced him now;
The head was noble, and the hair
Fell in soft ringlets o'er his brow.
Like some bright flower at early morn
He grew and blossomed in the love

Of the fond mother whose first-born
Was more to her than else above.

And oft to her each day he said,
My mother, dear, I'll never stray
From those straight paths where you
Have led
Me ever faithful day by day.
As frost that comes betimes unbid
To chill the fairest of earth's flowers,
So, too, came vice in secret hid
To dwell in virtue's purest bowers.

The manly youth, his mother's pride,
Soon left the guarded way,
Forgot his home, his friends,
And fled from duty day by day.
The voice that whispered in his ear,
That voice of her he'd loved so well
Oft on his cheek did cause a tear
To trickle softly as it fell.

Each wasted hour as idly passed,
Unused and buried with the dead
Could only say "Now I am classed
As one dull moment that soon
Sped."
Then came that sad day in his life
No mother hopes to ever know,
That day when love lights hate and
strife,
Oh! which shall conquer? Who
shall know?

Upon her knees she falls in prayer
To Him who hears the widow's cry
Bring back my boy, my only care,
Back to his God before I die.
To Thee I give my life, my all!
Ask only what Thou wilt of me
And humbly then shall I recall
Each promise made on bended knee.

Thus silently the mother's word
Was registered on the roll above:
The Angel listening softly heard
That vow of her maternal love.
Like stars that peep from azure skies
And dimly fade, as comes the light,
This son forgot his mother's sighs
And wandered far off in the night.

As years rolled on, he rarely thought
Of home or her he once held dear;
Yet now and then he vainly sought
To stifle some new untold fear.
God in his soul some place did dwell,
One spot yet pure must surely be:
None knew the why, no one could
tell
But Angel who the "Book" did see.

One day he strolled upon the strand
He, and with him was another;
They watched the waves roll o'er the
sand
And idly thought they might dis-
cover
Some buried treasure long since lost
By those who crossed o'er ocean's
foam.
Ah! what is that the wind has toss-
ed
Upon us, lo! 'Tis news from
home."

The weary castaway now worn
With pleasure's toils and pleasure's
pains,
Looks at the paper old and torn,
And reads it o'er and o'er again,
Toronto, dear, "old-home-reunion."
My city where she and I were born
My heart throbs now in sweet com-
munion
With thee and her I left forlorn.

Yes! to-night I can see it, the dear
old bay,
Gay with flags, and lights shining
in boats,
I can watch the parade through the
streets in the day,
Hark! I hear the loud bugle's
sweet notes,
In my ear comes a melody softly
stealing,
O'er my eyes comes a mist like the
rain,
Hush! don't disturb me, I hear
sweet bells pealing,
Oh! dear home, shall I ever be
with thee again?

Then sweetly he sings, as he walks
on the strand;
"A charm from the skies seems to
hallow us there,"
(And he fancies he sees her stretch
out her loved hand)
"Which seek through the world is
ne'er met with elsewhere."
Yes! home shall I go to the mother
I've spurned,
To the old-home-reunion and
friends of my youth,
I'll tell them I'll turn to the lessons
I learned,
To the paths I've not followed, of
goodness and truth.

When the dear home he reached, the
mother was there,
And the prodigal son met a loved
one's embrace;
Dear Lord, Thou'st heard me, she
murmured in prayer,
In Thy dwelling forever now find
me a place.
And the mother and son were united
once more,
The "Old-home-reunion" was one
of great joy.

The Angel of Peace then showed her
the door;
She smiled on the Angel, and gaz-
ed on the boy.

And ere the glad pageants had died
in the city,
And the old-home-reunion its mis-
sion had done,
That scene in the cottage moved an-
gels to pity,
"Twas the dear mother dead in the
arms of her son."

—Thos. Barclay, special constable
of the Northwest mounted police,
acting in the capacity of cook, com-
mitted suicide at Maple Creek, N.W.
T., on June 24th, by taking carbolic
acid.

ELDON TOWNSHIP COUNCIL

Eldon council met at Kirkfield on Monday, June 22nd.

Mr. Geo. D. Grant, M.P., wrote that the Minister of Railways and Canals had given instructions for the erection of a temporary bridge over the Trent Valley Canal, where it crosses the public road on the 4th concession line.

Mr. Wm. C. Brent, the purchaser of S.S. No. 3 debentures, asked that a by-law be passed for amending the by-law authorizing the issuing of those debentures. It was done.

The following accounts were passed: W. J. Mitchell, grant made in 1902 for Kirkfield sidewalks \$150; D. McPherson, commissioner for one year, 1902 \$1,500; John McSwain, solicitor, \$68; John Gardner, charity for Mrs. Daly \$8; D. Jackson, livery hire, re canal roads \$2; J. A. Jackson, livery hire, re special meeting \$1; Mr. McLean, charity for Mrs. Daly \$5.25; J. A. Rusland, repairs to road grader \$1.50; Colin McMillan, bonus for wire fence, 10 rods \$2.50; S. S. No. 6, bonus for wire fence 12 rods \$3; Alex. Spence jr., bonus for wire fence, 21 rods \$5.25; W. G. Smale, bonus for 120 rods \$30.

It was decided that the road grader for the balance of the season should be under the control of the several road commissioners for the period of two weeks at a time, beginning with Thursday, the 25th day of June, when Mr. Steele shall assume control of it, and to be followed successively by Messrs. McQuarrie, McArthur and McDonald.

The question of purchasing another grader was discussed. It was decided not to purchase this season. Mr. W. H. Wright addressed the council showing that he paid the taxes rated against him for 1902 to the collector's bailiff, but as he was not credited with the payment he had to pay the same taxes over again to the township treasurer in order to save his land from being sold for the taxes. A resolution was passed for refunding Mr. Wright the taxes paid by him to the township treasurer. The referee was instructed to consult the township solicitor with a view of recovering from the collector the taxes paid by him to the collector's bailiff.

Complaint was made to the council that the contractors of the Trent Valley Canal are shutting off access to the waters of the Talbot river on the public roads, both at Ealsover and the Ontario county boundary, greatly to the inconvenience of the public. Councillor Steele was instructed to bring the matter to the notice of the government engineer in charge, and to request that provision be made for allowing access from the public roads to the waters of the Talbot river as heretofore.

A notice, as provided by the Ditches and Watercourses Act, was served on the council by Mr. Angus Ferguson, that he required to construct a ditch through his farm, east half lot 2, in the 1st concession, and that the public road on the 2d concession line would be benefited thereby. The referee was appointed to attend, on behalf of the corporation, the preliminary meeting to be held on the 4th day of July, called for the purpose of arranging regarding the proposed ditch.

Mr. Robert Staples was appointed poundkeeper in Palestine district in place of Mr. Neil Brown, who declined the office.

TIPPED OVER IN THE OCEAN

After a thrilling escape from drowning, terribly exhausted and chilled, Captain Howard Blackburn, the daring dory navigator, put in at Clarke's harbor on the south coast of Nova Scotia, on Tuesday last week. Since sailing from Gloucester for Havre, on June 7th in his 16-foot dory America, he has encountered three heavy easterly storms, during which he had very trying and perilous experience. The last and worst one came on Sunday, when he was 25 miles off Lockport, N.S. The dory behaved well, but was carried westward by the onset of the Bay of Fundy current. The following day the seas were running high, and when Blackburn was asleep a big wave struck the dory and turned her over on her side. Blackburn was thrown into the water, but managed to grasp the little craft, again, and after great difficulty, righted her and compass were washed away, and on bailing out the water he found that his charts and stores were almost destroyed. The gale continued until Tuesday, when Cape Sable was sighted. The lone mariner reached land, chilled and exhausted, but cheerful. The dory was not injured and no gear was lost. He is putting the little craft in shape, and will, he says, make another start on his Atlantic voyage, when the weather becomes favorable.

—There was a fatal railway accident at Regina, on the night of the 24th of June. A man was run over and cut in two about half a mile from the depot by the Moosejaw local from Winnipeg. On searching his clothing it was found that he was a C.P.R. engineer and member of the Locomotive Brotherhood of Canada. On the man's collar is the name McKercher. The accompanying circumstances show that deceased was asleep between the metals.

—Peter Shaw, a carpenter, living in Brockville, was killed on the night of June 24th. He had been arrested for drunkenness, and a friend had obtained his release that day by paying his fine. He started out to walk on the tracks and was struck by a train. He was about 45 years old.

Paris Green

Needs to be pure to protect your potato patch. If you buy it here you may rest assured of an easy victory. Our Paris Green is government tested and of a high standard.

25c a Pound
5 Pounds for \$1

E. Gregory
Corner Drug Store, Lindsay

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Grindstones
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