

# THE WATCHMAN-WARDER.

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75 Cents per annum

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### COMMUNICATIONS

#### Honorably Acquitted.

To the Editor of the Watchman-Warder.  
SIR,—For the information of my many friends in and around Lindsay, who have been shocked at the recent accident on the Ottawa, Arnprior & Parry Sound railway resulting in the death of a very estimable young man, Mr. J. A. Bull of Ottawa, and at my having been charged with manslaughter, permit me to say that after two days investigation before Police Magistrate O'Keefe of Ottawa, I was promptly and instantly discharged. The evidence showed that in every respect, I was obeying the rule of the company to the letter, and was in no sense responsible for the accident. Evidence was given by the engineer of the leading train that the young man fell off the tender four or five seconds after the conductor signalled him to start ahead while the train of which I was engineer could not possibly have reached the spot for "two or three minutes." The van and rear car of the train ahead of me had become detached from the rest of the train by the pulling out of a draw-bar and the evidence showed that such a separation and the sudden application of the air brakes thereby would give quite a jar to the train, while the previous sudden starting of the train ahead and the consequent jerking would also cause a jar. It was also proved that scarcely a particle of damage was done to the van in front of my engine while none of the men, fireman Albert White, Conductor Young, brakeman R. Moore, or brakeman H. Banfield felt any shock whatever. Indeed my train was in the first instance not going more than three miles an hour and was just stopped when it touched the detached van and car. It is gratifying to me that after the fullest inquiry I was instantly discharged without a moment's hesitation by Police Magistrate O'Keefe who throughout was strictly impartial. I knew I was innocent myself; but to satisfy the Police Magistrate and the public was my chief desire, for I do value the opinion of my friends.

Allow me in conclusion to publicly thank Col. Sam. Hughes, M. P., for his kindness and assistance in my hour of need. Col. Hughes does not make a parade of himself with railroad men, but those of us who are ever in trouble know that without having to look for him he is always at our backs in his own way. It may not be our way, but it is effective. When the Coroner's jury brought in a verdict of manslaughter against me after midnight and Col. Hughes read of it next morning, I had not to look him up. I found that he had visited every place in Ottawa he could think of where I would likely be found. Had gone and consulted one of the nicest and ablest lawyers I ever met, the firm of McCracken, Henderson & McGiverin, and when I found him he had plans laid for my defence. Unlike some who would be ashamed to sit beside or recognize one charged such as I was, Col. Hughes came to the police court and sat beside me both days of trial and as my lawyers admitted, had given most valuable suggestions. He was not ashamed of a poor railway engineer charged with manslaughter. I appreciated and remember his kindness for I was like a child in such matters, never having been in a court before. I therefore desire to publicly thank Col. Hughes for proving himself a friend in need and for having stood at my back when the "weather was not fair." I also thank the lawyers, especially young Mr. McGiverin and the leading man Mr. McCracken for their ability and attention.

Yours truly,  
ARTHUR GRANGER, Engineer.  
Depot Harbor, Aug. 3rd, 1899.

### The Prohibition Vote.

To the Editor of Watchman-Warder  
SIR,—Recently my attention has been drawn to your report of the meeting of the executive of the County Prohibition Association, which was held in Lindsay some time ago. An error I will correct: You say: "A strong resolution introduced by Dr. Herriman taking the ground that temperance people should vote for only prohibitionist candidates for the Commons was voted down." Allow me to say that no such resolution was introduced by me or anybody else, and of course was not voted down. I make this correction, not because personally I would consider it derogatory to introduce such a resolution, but from the trend of public mind in this county. I am sure the people would be "surprised and shocked" to think the association would vote down such a motion. Although I did not then introduce such a resolution your language may be prophetic of that which is to come.

I do not know whether to classify you among the temperance people or not, but in any case you have formulated a problem which you are pleased to intimate must be solved before our views on prohibition can be crystallized into law. This is the only point I will discuss to-day.

You, in common with many other eminent men, among whom are some members of the government, have assumed that as only 23 per cent of the whole electorate was polled, we must change the 23 per cent into at least 63 per cent. This is your stand, your statement and your problem. It is wrong in fact and principle, and I shall not undertake to solve a self-evident absurdity. Such a thing was never heard of before in any free country. It was not so intended before the vote was taken. We polled more votes for prohibition by a large majority than were polled

against, and on all fair contests only those who vote are taken into account; yet there are those who would reckon all the absent, dead, sick and indifferent as if they had voted, or had expressed an opinion and thus try to swell the little 16 per centum outside of Quebec, that voted against prohibition to something like respectable proportions.

The government did not say there must be a majority of the electorate polled—although they were interrogated on the subject. The country accepted the plebiscite as a test of the will of the people on this great question and were led to believe that the will of the people as expressed at the polls would be carried out by the government. The premier when closely pressed to be definite and plain so as to remove all ambiguity from his statements, said he was endeavoring to obtain "the honest expression of the opinion of the people on this important question," and in order to do that he was "asking every man who comes to the poll to say whether or not he is in favor of a prohibitory law." Mark—before the vote was taken he thought he thought of nothing else, but taking the will of the people as expressed by those who "came to the polls." Again he said "those who find themselves in the minority will have to concur in the verdict of the majority." Only those who came to the polls could join in giving a "verdict"—not the absent ones. Similar expressions were used during the discussion in the House of Commons, and at other times, not only by the premier, but by other responsible members of the government, and I am satisfied that at that time they were perfectly honest and intended to take the "expressed will" of the people as the guide of their future action. If not then what is the meaning of such language?

The public were led to believe and did believe that by their votes they were deciding the great question at issue. Upon no other grounds would they have tolerated such a large expenditure of money, time and energy. The speeches and literature of both parties conveyed the same idea. Men voted on both sides with that belief, and it was never intimated that those who failed to vote would be taken into account. When the premier was approached with the result of the voting and reminded of the people's expectations he admitted "that the vote under the circumstances, is a large vote." There is no doubt but they intended to have the majority rule. It is the only fair way and we intend to abide by that first proposition of the Hon. Mr. Laurier himself.

I will not now say what the government should do. They must be their own advisers—and the people must now take the case in their own hands. How does it stand? If we count the territories as a province we find seven provinces voting largely for prohibition, and only Quebec giving an adverse vote and altogether likely that was given for political purposes, for at the time of the voting about three-fourths of the rural municipalities of Quebec were already under local prohibition. Counting the votes of the whole Dominion we have a substantial majority—but leaving out Quebec the provinces gave about 108,000 majority for prohibition. Seven provinces out of eight gave large majorities.

There are 213 members of parliament, 128 constituencies of whom voted for and 85 against prohibition, giving 43 of a majority. Outside of Quebec there are 148 members and 120 of their constituencies voted for and only 28 against prohibition. The Victorias are among those that voted for prohibition. The average majority for prohibition was 1042. We polled a larger percentage even of the whole voters' list, than did the Liberal party in 1896. With such large majorities we want to know why Quebec or any party interest should keep seven provinces from the relief demanded—and 100,000 voters echo, why?

### THE CAUSE OF SOFT BACON.

A LETTER ON THE SUBJECT BY THE WM. DAVIES COMPANY.

The question of soft bacon has been a very grave one for some time. Buyers and packers have constantly asked the farmers to avoid feeding in a way that will produce the soft product. The following letter received recently by Mr. W. J. Moore from the William Davies Company will serve as a valuable direction to our readers who raise hogs:

DEAR SIR,—As far as we can learn the chief cause for soft hogs from all sections during the past six weeks is that the hogs have been allowed to run more or less on the grass, or have been fed soft green weeds. We incline to think if you make it an inflexible rule that you will take no hogs which have been fed in this way for at least one month prior to the time they are offered for sale that there will be very little heard about soft bacon. Unfortunately along with this grass, owing to a shortage of grain in farmers hands, in many sections corn has been fed very freely. This makes a very bad combination, and has intensified the difficulty.

We have all common interest in this matter, and we repeat what we have said at various times during the past few weeks, viz., that we earnestly solicit your co-operation in reducing this trouble of soft bacon to the smallest possible point by the closest scrutiny of the manner in which hogs have been fed in your section, and rejecting all doubtful stock.—Yours truly,  
THE WM. DAVIES CO. LIMITED.

The above shows that the great packing companies are in earnest in this matter,

and we trust the farmers will do all they can to avoid the evils here mentioned. There is no way to keep up the price and reputation of Canadian pork except the most careful attention to feeding.

### Standing off Creditors

[London News.]  
Of all the habits of modern civilization—and they are many and evil—the habit people have of standing off their creditors is about as far reaching in its disastrous consequences as any. If you stand off your butcher, he has to stand off some one else, who also has to do the same, and the result is that your little delinquency causes a chain of delinquencies of a like nature for which you are primarily responsible. Debt sits lightly on many people's shoulders. It is easy to spend your money on whatever happens to appeal to your fancy, and let your creditors go hang—which some of them do—but the easiest thing to do is not always the best thing to do.

At a recent meeting of the New York Board of Trade, Mr. Jas. S. Cannon, a New York banker, fired some hot shot at the people who don't pay their bills. He raised his voice in behalf of the butcher, the grocer, the dressmaker, the local tradesman—all of who supply our daily needs and keep the household wheels turning. He said that the prompt payment of obligations to such creditors was a duty that was scandalously neglected, to the derangement of business, to the distress of individuals, and the detriment of the whole community. Persons who hadn't the money to pay their honest debts he sorrowed for, but persons who had the money and didn't pay he denounced.

It's very easy to tell your creditor when he calls that you haven't the change handy, it's perhaps easier to lie about money matters than almost anything else in the world, but you oughtn't to do it. Of course your duty is first to yourself and family, and you don't need to keep the balance on half rations in order to do the square thing by your creditors, but the chances are you could cut off enough frills of one kind and another if you only tried, to enable you to get square with everybody. If you are in debt make your old suit do another season, postpone your summer holidays for awhile, or reduce your liquor bill. Don't keep on spending money on frills in order to ease your conscience when you stand off your grocer. Pay him first and buy your frills after. You'll be surprised how much better you'll feel, and as for your grocer—well the shock may not kill him, and if he lives through it he'll never sell you sand in your sugar again.

### Proposed United States Ship Canal

The Americans are now seriously studying the problem of building a ship canal entirely within United States territory, from the great lakes to the seaboard. The lake traffic is increasing with marvelous rapidity. The construction of such a canal is only a question of time. A dispatch from Sault Ste. Marie says that the month of June touched the high-water mark at the United States and Canadian canals at Sault Ste. Marie, the freight tonnage of over three and a half million tons for the month breaking all records. This tonnage was not only greater than that of any previous month in the history of the canals, but it exceeded by 244,390 tons the total traffic of St. Mary's canal during the entire year 1885.

A preliminary report has been made by Geo. W. Rafter of Rochester, who was retained a few years ago by the United States Board of Engineers as consulting engineer, and who has since been diligently at work in making investigation as to the practicability of a ship canal.

Mr. Rafter's plan is to cut a canal 30 feet deep and 340 feet wide—which is three and one-third times the depth and five times the width of the Erie canal—from Lake Erie to Lake Ontario around Niagara Falls, leaving Lake Ontario at Oswego, through the Oswego river to Oneida lake; thence through the Mohawk to the Hudson river. A single lock will be 1000 feet long, with walls over 50 feet high.

One of the greatest problems that confronted Mr. Rafter in devising his route and meeting the engineering difficulties was to supply the necessary water to the summit level, which is at the city of Rome. A great volume of water would be required for this purpose, and it must be obtained with due regard to the interests of existing industries. He finally hit upon the plan of constructing an immense dam at Carthage, on the Black River, Jefferson county, making a lake covering eighty square miles of land. It will be large enough to control the whole flow of the river and secure a tremendous increase to the water power of the manufacturing concerns in that part of the State. It would also supply to the ship canal the volume of water needed for any emergency. From this storage reservoir Mr. Rafter has located a canal ninety miles long, as large as the Erie, to the proposed ship canal just west of Rome, and on the way down has planned a secondary reservoir in the Salmon river. This feeder canal will require the excavating of more than 20,000,000 cubic yards of earth and rock.

—Frank Mahoney was caught in a switch rod at Sarnia, on Thursday, and while trying to extricate his foot was run down by a passing car and terribly crushed, dying a few hours later.

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.....  
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