



YOUR ATTENTION is called to the advertisement of the Dr. Willard Medley's Remedies. They are giving away valuable presents free to introduce Dr. Willard Medley's Remedies. These remedies are the best and build up the system shattered by disease. Write to them to-day.

CATTLE CANNOT GO THROUGH STATES ON THE WAY TO BRITAIN

Animals May be Shipped From American Ports or Even Pass Through Any Part of the States

The foot and mouth disease that has been in the States, is being watched by the British authorities. No cattle shipped from American ports are allowed to land in England, and because the C. P. R. does not take cattle over that trip from its way to St. Johns, it cannot land in England. Nor can ships sailing from an American port take on cattle at a Canadian port. An Ottawa despatch says:

In the interest of cheap and efficient transportation of Canadian cattle to the British market, Hon. the Minister of Agriculture, through the Board of Agriculture, through the High Commissioner in London, has requested to be allowed to relax the Dominion customs regulations which prevented the C. P. R. from carrying cattle through St. Johns, because its lines lie for a short distance in the State of Maine, and which prevents vessels bound from Portland and Boston to British ports from carrying cattle from St. Johns and Halifax.

The answer to that request has been given by the minister. It positively refuses to concur in the proposed relaxation. Meantime the ministers met in council to consider the situation, and had decided to abide by the decision of the imperial authorities, so that neither will the C. P. R. be permitted to resume the transportation of cattle from Maine to St. Johns, nor will steamers sailing from Portland or Boston be allowed within 21 days after their departure from those ports to call at St. Johns or Halifax, and take on board for a British port. The Intercolonial Railway will, therefore, continue to carry cattle to the Canadian seaboard and from thence to their trans-Atlantic destination. They will have to be transported in direct steamers, at all ports, not in steamers that make their bi-Atlantic terminus at Portland or Boston.

THE MINISTER TALKS

Hon. Sydney Fisher, who, after giving the foregoing information, did not seem to be greatly perturbed at the refusal of the British Board of Agriculture, to acquiesce in the relaxations he suggested. Although, he said, he had been in hopes that they would have been agreed to, because of the great facilities they would give to cattle shippers and the railway company. Mr. Fisher said: "The imperial authorities declined to allow cattle to pass through the State of Maine, so that the order given out the other day must be shipped from Canada by steamships which have touched at a port of the New England States, within 21 days prior to their arrival at the Canadian port from which it is desired to ship cattle to England."

"I have just sent another cablegram to Lord Strathcona," continued Mr. Fisher, "but whether it will be any more successful, I don't know. I have no announcements to put forward. It was simply a fresh string of the request for relaxation, but I am afraid there is not much hope for its favorable effect. They are very touchy in England about these matters and we must be careful not to offend their susceptibilities or they might take a course which would shut our cattle out altogether. The situation, therefore, is this, that any cattle shipped from Canada, must go around Maine and not through that state. There has been a considerable demand from the Western States already for facilities for shipping cattle to Europe through Canada. These people formerly shipped through the ports of Portland and Boston, which are rivals to our own winter ports, but are now closed to that trade. Of course anything we can do to facilitate shipment through Canada will be done, as it would be of the greatest importance to our own interests."

"Have Canadian shippers in the past been really dependent upon steamers sailing from Portland and Boston for adequate ocean transportation facilities?" Mr. Fisher was asked.

"Well, a considerable number of Canadian cattle," he answered, "have been going that way, just as many American cattle have been shipped from Canadian ports. In fact, I have just had a visit from a gentleman from the Northwest who now has 600 head of cattle in Boston, that he can't get now on account of the embargo."

CAN THE I.C.R. DO IT? Speaking of the cattle transportation problem, John W. Loug, freight manager of the Grand Trunk, said: "Since the embargo has been transferred from Portland and Boston to the Canadian Pacific has transferred 5,000 head of cattle to the Intercolonial and 2,000 head of other shipment is due. This state of affairs will last, I estimate, for

the three months the embargo is likely to last.

"I see the Intercolonial people say they have ample motive power and other requirements to handle the traffic. If that is so, then there should be no difficulty, and we will be glad to turn our cars over to the Intercolonial. But should they be unable to return our cars promptly, that is where the trouble would come in. As things are to-day, however, we are willing to do all we can to assist the Intercolonial in moving this freight."

STOPPED LOADING CATTLE

The steamship officials have stopped loading cattle at Portland until word is received from England that the stock shipped from Canada via Maine, will be allowed to land on the other side. The Samaritan, being fitted up with cattle pens, but the construction of these was stopped and the Samaritan, Norseman and Devon now loading, will sail without live stock.

DISEASE IS SPREADING

Reports from Boston indicating that the contagious foot and mouth disease is extending were received by the State Board of Agriculture recently.

Dr. Salmon said: "The situation is very disquieting, principally because cattle dealers have been selling diseased animals and scattering the contagion, and because there has been no adequate conception of the danger of carrying the disease by persons who visited diseased herds. The contagion of this disease is carried more easily perhaps than that of any other contagious disease affecting animals, and consequently it is one of the hardest diseases to hold in check by quarantine."

SAILORS MUTINIED

They Shot the Captain and First Mate and Left the Ship on a Raft

The British ship Leicester Castle, Captain Peattie, from San Francisco, July 26, arrived at Queenston last week. Her commander reported that on September 2, three American seamen mutinied, and Captain Peattie and his second officer were shot, the latter fatally, in an encounter with the mutineers, who left the ship on a raft in mid-ocean. Captain Peattie gives the names of the mutineers as W. A. Hobbs, Earnest Sears and Turner. They were all shipped at San Francisco.

The second officer, Mr. Nixon, was shot while attempting to rescue the captain. In the darkness the mutineers got a few planks and coops, formed a raft and launched it from the ship, which was then about 300 miles north of the Pitcairn Islands. The captain searched for the raft the next day, but it was not sighted, and it is surmised that it went to pieces.

Did You Ever

Stop to think that tasty-looking stationery makes a very favorable impression, and more so if done in a style that is in vogue. That is the kind that can be procured at the WATCHMAN-WARDER job department. Low prices consistent with fine work.

THE FATAL CROSSING

In About 24 Hours Six People Were Killed While Crossing Railway Tracks

A Havelock despatch says:—At eight o'clock on Saturday night a C. P. R. train struck a sleigh on a level crossing at the west end of the village, and a whole family were nearly wiped out of existence.

Mr. James Rogers, a farmer, his wife, his two sons, and an adopted daughter were on their way home, which is but two miles from the village, when the local express struck the bob-sleigh fairly in the middle. Mrs. Rogers was struck on the head and killed instantly. Mr. Rogers and the eleven-year-old son, Fred, were also badly mangled about the head. A special train was made up, but father and son died soon after being taken to Nicholls' hospital, Peterboro. Walter, aged 13, was thrown over forty feet among ties and piles of wood, but was conscious when found, and will recover. He says the father was unable to hold the horses. The girl's jaw was fractured in two places, and she was unconscious when found, but will likely recover.

The funeral of the three victims will take place on Tuesday afternoon from the residence of Mrs. Griffin, in this town.

The crossing is especially dangerous, as buildings hide approaching trains until they reach the road, and people driving or walking over the tracks are always in danger.

AT GRIMSBY TOO

From Grimsby comes news of a similar fatality as follows:—Miss Maud Hughes, aged about 23, Miss Gertrude Hainer, aged about 19, and Harry Brady aged about 20, all belonging to Grimsby, were killed on the public crossing at Grimsby station Sunday night by the Toronto express train, which passed at 8.30 p.m. The three young people were in company on their way walking home from church, and on reaching the track were stopped by a freight train running east, the end of which just passed when the express came along, and, failing to notice the express approaching, they were struck and the bodies carried some distance west.

A Literary Gem

Bitter Sweet, by J. G. Holland, has just been issued by the well-known cheap book publishers, Hurst & Co., New York. This fascinating poem, illustrating the author's gifted talent, is truly a marvel in point of literary merit. Critics agree that this work represents the author's best effort. We publish it in the dainty 16mo. style, 216 pages, printed from good plates on good paper, at these prices, postpaid: Cloth binding, 35c; padded leather, boxed, \$1. Both editions suitable for gift purposes or the parlor table. Send for a copy at once. A complete catalogue of Holiday Books will be mailed upon request. HURST & CO., Publishers, 395-399 Broadway, New York.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

THE N. HOCKIN SHOE STORE

WHITE'S OLD STAND, LINDSAY

Christmas Presents

"Doubly welcome is the Gift that serves this Useful Purpose." This big Shoe Store is crammed full with the very best things for useful Christmas Gifts. Old Santa Claus will fill his sack many a time here before the Merry Bells ring in the festive Christmas tide.

Here are a few of the leading lines in Leather Goods that may be useful in making selections.

Indian Moccasins, Hockey Boots, Box Calf Skating Boots, Fancy Slippers, Kid Slippers, Felt Slippers, Felt Boots, Curled Felt Boots, High Top Rubber Boots, for Boys and Girls, Babies Boots, Empress Shoes for Women, Invictus Shoes (by Geo. A. Slater) for Men, Trunks, Satchels, Grips, Suit Cases, etc.

For a magnificent assortment of high class Leather Goods of all descriptions, come to

The N. HOCKIN SHOE STORE

CHINAMAN AT A TELEPHONE

Celestial Gets the Worth of His Money Every Time.

"A Chinaman at the telephone is a funny thing," remarked a long distance telephone operator in the Denver News a few days ago. "You see, it is impossible to tell whether one person or half a dozen are talking, and we often become mixed up in listening to them. When one is speaking, it seems as if half a dozen are talking, and we often imagine the wires are out of order. To make matters worse the Chinese delight in talking as fast as possible, and we never know whether the Chinaman at this end of the wire is talking or if it is the one at the other end. After the conversation is ended the Chink walks out of the booth with a self satisfied smile on his face and pays for a three minutes' talk. We have lately discovered that he invariably says as much during that time as could have been said by a white man in fifteen minutes."

To be sure, the telephone company is not really "out" anything by the transaction, as it is paid by the minute; but, nevertheless, in the case of Chinamen, the company would be the gainer by charging for volume instead of time. A Chinaman always begins his talk in pidgin English. He says: "Hello. Is this Sam Ling. I bettee you don't know—yi hi ki yi he yay bo benno ne," and so on, and it sounds on the wires as if several persons were at work.

Switched the Train. A certain judge is much given to meditating upon his work while walking along the street, and his acquaintances and friends recognize his air of abstraction, pass him by with a friendly nod and never mind if he does not appear to notice the salutation. A little colored newsboy not familiar with this peculiarity of the judge accosted him one day with persistent appeals: "Buy the mornin' news, boss. Have a paper, boss."

The judge waved the tiny mite of humanity aside and went on abstractedly, his mind engrossed with the case that was to come up that day in the court to which he was on the way. The dusky newsboy was not easily evaded, and he kept pace with the judge, shouting his paper cry at frequent intervals. At last the judge stopped and, grabbing his youthful tormentor by the shoulder, he said in his most severe manner: "How dare you interrupt me when I am following out a line of argument? Don't you ever speak to me when I am pursuing a train of thought."

The small boy looked up in surprise and said in a most apologetic tone: "Befor' de Lord, massa, I didn't know you was tryin' to catch a train. Excus' me."

THE HOSE

Nothing is more rare than a really perfect nose—that is, one which unites harmony of form, correctness of proportion and proper affinity with the other features.

The following are, according to the rules of art, the conditions requisite to the beauty of this organ:

The nose should have the same length as the forehead and have a slight depression at its root. From its root to its extremity it should follow a perfectly straight line and come exactly over the center of the upper lip. The bridge of the nose, parallel on both sides, should be a little wider in the center. The tip should be neither too thin nor too fleshy, and its lower outline neither narrow nor too wide. The lobes must be gracefully defined by a slight depression. Seen sideways, the lower part of the nose will have but a third of its total length.

His One Regret.

A fare was being rattled through a Dublin suburb on a rickety jaunting car drawn by a no less rickety horse. Having proceeded some distance, the horse, owing to apparent old age and sheer exhaustion, fell, never to rise again. The fare was very profuse in his sympathies toward the driver, who, however, appeared to take the whole thing very coolly and explained: "It's just like this with me, your honor. I don't regret the old brute a bit. He was bad from the start. But, somehow or other, I can't help thinking of the beautiful feed of oats I gave him this morning."

The Power of a Tip.

Experienced Traveler (at railway restaurant)—When did that man at the other table give his order? Walter—Bout ten minutes ago, sir. "What did he order?" "Beefsteak and potatoes, sir." "How much did he tip you?" "Sixpence, sir." "Well, here's a shilling. Cook him another steak and bring me his." "Yes, sir."—London Telegraph.

Too Much Like Work.

"It's terrible to be sleepy so much of the time," said Meandering Mike. "Why don't you go to sleep?" rejoined Plodding Pete. "You might as well." "Dat's where you're wrong. If dere is anyting I dreads, it's goin' to sleep. I might dream I was workin'."

Usually the opportunities that come to a man are those that knock on his door on a cold morning and he has to go out in his bare feet and coax in.—Aitchison Globe.

THE SEWING MACHINE.

Unsuccessful Inventions That Preceded Howe's Patent in 1846.

The technical beginning of the sewing machine industry in this country, was Sept. 10, 1846, when Elias Howe, Jr., obtained a patent for what grew into the first really practical sewing machine. Only three of the first Howe machines were made, however, and one of these was deposited in the patent office in Washington as a model. It was not until after 1850 that a factory for the making of sewing machines was built, so the enormous business of today has grown up in a short half century.

While Howe's invention marked the beginning of a successful industry, he was by no means the pioneer in efforts to substitute mechanical for hand sewing. As far back as 1770 Thomas Also patented in England a machine for embroidering. Another machine for embroidering in a loom was invented by John Duncan in 1804, and twenty-five years later another Englishman named Hellman patented still another embroidering machine.

The first recorded attempt at mechanical sewing was the invention of Thomas Saint, who took out a patent in England in 1790 for a machine which executed the old crochet stitch. It was not a success, but some of the features of the Saint machine appear in the perfected machine of today.

Bartholomy Thimmonier patented in France in 1830 the first sewing machine put to practical use. Eighty of his machines were in use for sewing army clothing in 1841, when a mob destroyed them because convinced they would drive seamstresses out of employment. Thimmonier built new and better machines, but all his work was again destroyed by angry artisans in 1848.

John J. Greenough took out the first patent for a sewing machine issued in the United States in 1842. It was intended to sew leather, but was of no practical use.

Walter Hunt of New York built a sewing machine in 1834, but failed to protect it by a patent. After Howe's machine appeared Hunt declared it embodied the ideas of his machine of 1834, but he was unable to establish his claim.

A small army of inventors appeared after Howe's patent had proved successful, and their genius was devoted to perfecting every part of the machine. How well they have succeeded is shown in the 8,500 patents for sewing machines and attachments issued by the United States since 1850 and in the fact that the American sewing machine leads all others in every country in the world.



Imperial Oxford Range. Draw-out Gate. Draw-out Oven rack. WHEN THE COOK IS OUT there is no trouble in getting meals when you have an IMPERIAL OXFORD RANGE. They're as easy regulated as a machine, burn high, or stay low, just as you wish, and use very little coal.

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Douglas, Lacy & Co. Gift-edged investments paying 8 to 12 per cent. guarantee. Quarterly dividends. For free booklet and information write Owen J. B. Yearsley Room C, Confederation Life Bldg., Toronto.

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Boy 12 or 14 years old to learn the printing business. Must be smart and an unexceptional opportunity will be given him. Apply foreman Watchman-Warder.

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- Boxes Tobacco
- Cigar Cases
- Picture and Story Books
- Pouces
- Meerschmump Pipes
- Briar Pipes
- Pipes in fancy Cases
- Silver Mounted Pipes
- Cigar Holders
- Albums
- Purses and Wallets
- Boys and Girls Hand Sights
- Baby Cutters
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