which and Seattle there is a great and

increasing trade. The American interests

have been established there and are

and are constantly meeting, and will con-

stantly meet, until this question is deter-

mined, the antagonism of powerful

American interests which have been built

up at Skagusy in opposition to our con-

tention for the settlement of the bound-

ary. If we were to grant this new charter

from Pyramid Harbor, we would create

on the other sids of the Lynn Canal

another American city, and if there is an

American city at Pyramid Harbor and

when we come to the point of settling

that boundary these powerful interests

will weigh enormously at Washington

against our contention as to what is the

true boundary. Therefore, under these

circumstances, I believe that we ought to

retard and delay the granting of these

charters from the waters of the Lynn

Canal until the question of the boundary

has been settled in some way or other, as

we believe it will yet be settled by the

recognition of our contention of what is

the true boundary line. When it is set-

tled, as we believe it will be that the

Lynn Canal belongs to us, and that

be in a position to grant a charter from

territory, and there would be no need for

an American charter. It would be better

Pyramid Harbor, rather than build a

railway now, and having it made an

American city. Under such circumstances

I put myself on the judgment of the

House, and I call the attention of my

hon, friend to this view of the question.

which, perhaps, has escaped him up to

this moment, that it is advisable in the

best interests of Canada as a whole, not

on the Lyrn Canal, but to wait until

the question of the boundary has been

determined. I may say further that if it

be determined afterwards by the arbitra-

from the waters of the Yukon down to

what is indisputably Canadian waters,

through the Cassiar district, the Atlin

district and the Yukon district. Our best

we have adopted. I know that as a gen-

eral rule it is perhaps to some extent an

invidious task to prevent the building of

railways in this country; it may be still

a more invidious task to prevent access

to the Yukon by the building of rail

ways, but the reasons seem to be so

strong and overwhelming in favor of stay-

ing our hards and in favor of waiting

until we know whether the harbors on

the Lynn Canal be Canadian or - Ameri-

can, that in the meantime we throw

ourselves on the judgment of the House.

and on the judgment of the country, as

to whether it is not advisable not to

allow any more charters to issue for rail-

ways to be built on the Lynn Canal until

Sir Charles Again.

Sir Charles Tupper-By the consent of

another point is going to determine the

settlement of a boundary that has to be

independent international experts. The

would not arise in this case, but might

in regard to Skaguay or Dyea. It could

not arise in reference to any settlement

made now, because, if a commission

decided that it was to be Canadian terri-

tory from the waters of the Pacific to

Fort Selkirk, the question would be dis-

posed of just as completely, whether the

railway was in existence previously or

not. I would also remark to my right

hon, friend that in reference to the pro-

posed construction of a railway from the

waters of the Stikine to Teslin Lake, the

contract provided that Messrs. Mann &

not appear at that time that the bound-

ther, because I am quite certain that the

Right Hon. Premier has arrived at the

conclusion which he has, believing it to

be a necessary conclusion in the interest

of Canada, but it does not appear to me

that it conflicts in any way with the

uitimate settlement of the boundary. At

the same time, I agree with the Right

Hon. Premier that the construction of a

railway is important for the settlement

of that country, and if the ultimate deci-

sion on the boundary question should be

that Skaguay, Dyea and the Lynn Canal

are in United States territory, I quite

agree with the Premier that we must

then have as promptly as possible a direct

communication from a place undoubtedly

on Canadian waters through this country

to the City of Dawson. As no subsidy is

asked, it does not appear to me that the

grounds stated are sufficient to prevent

the construction of the railway at the

The House then went into committee

The G.N.W. Central Bill.

further consideration of the third reading

of the bill respecting the Great Northwest

Central Railway Company, and the

motion of Mr. Dougles m amenament

thereto having been lost on a vote of 21

for to 51 against, the third reading was

were passed after debate and explana-

tions. The House adjourned at 10.40 p.m.

The Boat Worked.

was made on Saturday of a new sub-

marine boat, the invention of Capt. Del

Passo, which is expected to take the

the requirements of its design.

Cherbourg, June 12.-A successful trial

After recess, the House resumed the

this question has been determined.

increasing all the time, and we have met

Kennedy, Davis & Cc. Farmers, Attention!

We will sell a good xx 18 inch pine style for \$1.00 per M and x18 inch pine shingles for 50 cents per M.

Bargains in Lumber. Estimates given on new buildings

BEST FAMILY FLOUR from our Mills in Bobcaygeon kept in stock. . . .

DRAIN TILE, LIME, Etc.

at Short Notice.

Kennedy, Davis & Son The Weekly Post.

LINDSAY, FRIDAY, JUNE 61, 1899.

COMMUNICATIONS.

Charity a Public Duty.

(To The Editor of The Post.) Sir,-It is greatly to be regretted that every county in Canada, particularly in the Province of Ontario, has not a refuge for the poor and destitute. It is lamentable to see some of our jails and prisons frequently used as the only home which can be placed at the disposal of men, women, and children, afflicted by poverty or misfortune. Every truly benevolent person in this county has reasons to feel deep regret that our county council, even after the open approval of a majority of the ratepayers of Victoria county, did not provide a refuge or shelter for those who have neither but found bimself face to face with an home nor friends able to offer them support, but have to rely on the uncertain charity which may be reluctantly granted. The County of Victoria ought to have been among, the leaders in the supreme work of benevolence, but when some of our well-todo townships declined to vote the necessary aid to the suffering poor, -aid which would not have been a tendency to impoverish the donor in the slightest degree,-what room some of our public men have left for unpleasant comments to be made on their humanity and even on their sense of Justice!

It is a pleasure to know that several counties in Ontario have led in this work of benevolence, and it is to be hoped that the rest will follow. No community actuated by the ennobling feelings of charity should allow fellow creatures to suffer the pangs of poverty, especially where prevention is possible. Commisseration for the destitute often, however, takes strange directions; even the sufferings of domestic animals will excite pity in certain hearts, which may perhaps be rather indifferent to the deprivation of human beings. Many of the wealthy people of England are interested in providing a home for destitute cors. It may not be generally known that a "palace" has been recently built for the benefit of lost and starving dogs. A late London paper (The Chronicle) states that the palace standing on its grounds of 81-2 acres at Battersea, for the benefit of such animals, was, opened by the Duke and Duchess of Portland at a cost of £6,171, about \$31,-600. The Queen in approval gives £15, or \$75, yearly in support of the institution, and liberal donations have been given by other persons. Thousands of dogs are cared for Well. well! It may be hoped that the Duke and Duchess, as well as the Queen, give also a proportionate annual amount for the home and shelter of the "lost and starving" British subjects so

numerous in and about London. While dukes and duchesses, and lords and ladies, and the other grades and members of the British nobility, own nearly all the land, and all the wealth of the country, and while Britain is rated as the most wealthy and powerful nation in the world, is it not sad, very sad, to be obliged to admit that notwithstanding all this wealth and power there are about a million wandering paupers in the United Kingdom alone, and that a frightful record can be read of homeless, destitute, starving men, women and chlidren living in wretchedness and trained and forced to criminality?

in our social condition? Is thereinot some terrible injustice existing to produce such an effect? Yet while it is commendable, in a degree, to look after the welfare of homeless starving dogs, how much more commendable to do so with regard to human beings! With the abundance certified to be at command, Pauperism is simply a disgrace to any so-called civilized

Let us not in Canada allow such condition to increase. There is enough for all if properly, used, Banish actual destitution whenever and wherever it appears .- Yours, etc., AMICUS Lindsay, June 9th, 1899.

EDITORIAL NOTES

Toronto is going to fall into line with Hamilton and abolish the promotion examination in the public schools.

The Venezuelan arbitrators are to have an opening speech by Sir Richard Webster, to last sixteen days. How jealous Sir Charles Tupper must be when he thinks of that!

The Atlanta clargyman by a tie vote refused to pass a motion de nouncing the burning at the stake of Sam Hose, the negro ravisher, and calling on authorities to exercise greater vigilance. They set a poor example.

Since 1893 Toronto's assessment has fallen from \$150,834,000 to \$126,676,608. And the city has been growing and accumulating wealth in that period, too. Toronto's assessment department helped to bring a curse on the Queen City, and the lesson to be learned is obvious.

There is nothing either new or exciting in the strike situation. The Grand Trunk officials declare that they have plenty of men to keep the track in order, while the Executive of the trackmen claim the men are all on strike. Mr. Lowe, the organizer, says that he is hourly in receipt of telegrams from committees at local centres expressing their determination to remain firm, and urging the Executive to yield to no pressure to accept terms that are not in writing, and to adhere to the demands first made." With reports thus conflicting, the public can only await developments with pat ence.

Costly and Obstructive Fooling of the Conservative Opposition

INFORMATION BY TELEGRAPH.

The Bill for the Lease of the Grand Trunk Truck and Terminals Reported -Why Delay Occurred in Supplying Information-The Minister Explains - Brief Session in Supply.

Ottawa. June 9.—The House yesterday afternoon at 6 o'clock concluded the session which commenced at 3 o'clock on Wednesday afternoon, after sitting for 27 hours, with the exception of a recess of one hour early in the afternoon. All through the night members of the Opposition rose, one after the other, and occupied the time with speeches more or less relevant to the measure under consideration, the bill confirming the agreement with the G.T.R. for the extension of the Intercolonial Railway to Montreal, and varying from a psychological dissertation upon the phenomena of the human brain, and a phrenological study of the cranium of the Minister of Railways, to a reference to the attendance of certain members of the House at a "leg show" on the previous evening. The Opposition having demanded certain information not in the possession of the Government, Mr. Biair on the previous day wired to Montreal for it, and immediately upon its receipt over the wires laid it upon the table, and Sir Charles Tupper, in whose absence and without whose knowledge the obstructive tactics had been pursued during the night, at once accepted the opportunity of expressing the opinion could be speedily disposed of. The Premier at once met the Opposition half way, and proposed that the committee rise and the House adjourn for an hour, indignant refusal on the part of Mr. N. Clarke Wallace to be silenced and a de mand for more information. Sir Charles Tupper, however, interposed with an assurance that Mr. Wallace was mistaken. and agreed that any other information that was desired might be brought down ! on the third reading. The Premier, who had not anticipated any further demand for information, in view of the possibilities of further obstruction upon the proposal to return to the committee stage if the committee once rose, as at first proposed, amended his proposal, and the committees took recess for an hour. The committee resumed at 3 o'clock, and at 4.30 the bill was reported. The House then went into supply, and the marine and fisheries estimates, which had been under discussion for six days in cemmittee without much progress being made, were also passed, and at 6 o'clock the session of Wednesday was concluded. According to the official records the House did not sit on Thursday, June 8.

Amusing incidents occasionally broke the monotony of the proceedings and aroused sleeping members. While Mr. Macdonald (P.K.I.) was speaking he was interrupted with derisive remarks from the back Government benches, and angrily retorted: "Mr. Frenchy, you had netter close up, for if you get my Scotch blood up you'll have to stay here all night." A roar of laughter and cries of Bon garcon" followed, and good humor

vas restored for the time. Mr. Fielding suggested that the bill be passed through committee, and that the demands of the Opposition be deferred until the third reading.

Mr. Foster characterized the proposition as absurd, and urged that all te Opcosition wanted was the statement upon which the division of parment had been

The debate was then continued until .10 p.m. on Thursday. At that hour

Information by Telegraph. Mr. Blair said he had received a telegram a few minutes ago, dated June 8. under the heading: "Montreal Joint Section, Combined Engine and Car Mileage." Taking the Grand Trunk and the Intercolonial, he would give the percentmonths, for which those accounts were available, from a point between St. last, the percentage of the Intercolonial being: November 19.81, December 10.46, January 9.42, February 10 65, March 11.62 and April 16 81. All this information was made up in different sections, Is there, then, not something wrong and the next section was from St. Lamtert to St Hyacinthe, which was the general division of the G.T.R., but did not take in St. Rosalie. The Intercolonial percentages were. November 20.90, December 16 20. January 14.88, February 16.19, March 18.45. April 20.73. From St. Rosalie to St. Hyacinthe: November 22.03, December 17.13, January 15.69, February 18.89, March 19.40, April 30.07. On the Chaudiere branch: November 68.39, December 70.93, January 69.65, February 68 62, March 68.64 April 70.81. They would find instead of the combined mileage of the Intercolonial system being only in the neighborhood of 3, 4 or 5 per cent., it averaged over 25 per

cent., in fact something like 27 per cent. He had a statement also showing the actual cash matters as to the line between St. Lambert and St. Rosalie, for which they had acquired a title or lease of half the profits. Between March 1, 1898, and March 1, 1899, \$56,133 in the gross represented the amount the Grand Trunk was paid, and of which amount the Intercolonial's share was \$13,143. Intercolonial percentage was 23.40. total amount paid by the Grand Trunk, including salaries, was \$16,961, of which the Intercolonial share was \$4.513, and on which the Intercolonial percentage of the whole was 13 91, or nearly 32 per cent. For repairs at stations, operating section and other expenses the Intercolonial share was \$18,556. The Grand Trunk, including the Intercolonial, for maintenance, repairs and operating expenses was \$73,094 on a percentage

over 25 per cent. The Bill Reported. This practically ended the struggle By agreement the committee of the House remained in committee, took a recess until 3 o'clock, when the discussion of the bill was resumed and continued till 10 minutes to 5, when the bill was reported without amendment, and stands

for third reading next week, The House immediately went into committee of supply, and resumed the consideration of the last of the votes for the Marine and Fisheries Department.

In the Toronto Methodist Conference at Owen Sound on Saturday Rev. E. S. Rowe moved a resolution of sympathy present time the question between us and with the striking trackmen, but an the American authorities is with the locaamendment was moved to refer the tion of the boundaries on the Lynn passed. matter to a committee. Another motion | Canal. We claim that the boundary is at | The House then resumed in supply, postponed a vote on the amendment.

Saturday afternoon William A. Lillico of Toronto, formerly of Elmvale, was | Canal belongs to us. The Americans walking east of the Union Station, on claim, on the other hand, that the boundthe C.P.R. tracks. He was hard of hear- ary passes around the Lynn Canal, and ing, and a pursuing passenger train was that they should have all the shore unnoticed. It struck him. He was picked around it. That is to say, that they up dead. His arms and legs were mangled should be confirmed in the possession of and his back was broken. The deceased the Skaguay and of Dyea, which they was 68 years of age and a painter by now hold, and also of Pyramid Harbor.
trade.

HOUSE SAT 27 HOURS. | KLONDIKE RAILWAYS.

No More Yukon Charters Until the Boundary Is Settled.

PREMIER STATES THE REASONS.

Government Desires to Keep Its Hands Free, and Not to Incidentally Bulld Up What Might Prove to Be American Cities-Opposition Objects - Sir Charles' Speech.

Ottawa, June 10 .- Mr. Maclean (East York) asked that the Premier lay on the table certain correspondence which he referred to the other day with the G T.R. Company in reference to the settlement of the trackmen's strike.

The Premier replied that for certain reasons which he deemed important be preferred not to lring the papers down nntil Monday.

Mr. Sifton laid on the table the evidence taken by Mr. Ogilvle at his recent investigation of charges made against Yukon officials. The rules were suspend ed, and the evidence ordered to be printed immediately.

On the third reading of the Dru nmond County bill being called Hon. Mr. Foster suggested that the third reading should be fixed for Tuesday

The Premier consented to its postponement, on the understanding that both the Drummond County bill and the Grand Trunk lease bill should be passed at Tuesday's sitting of the House. This was

On the orders of the day being reached, Pr. Rocke called attention to a statement in The Winnipeg Telegram with reference to the in proper practices of certain land age to in a niltoba and the Northwest, up Government lands and reselling them o the settlers. The case in point was bat of a land agent to whom an Iceander applied, and who was induced to buy the land from a third party. A suit was brought by the Icelander against the agent, but it was dismissed, each party Hon. Mr. Sifton said he had heard

Sir Charles Tupper called attention to the cablegram to yesterday morning's papers with reference to the modus vivendi on the Alaskan boundary.

nothing of the matter, but would have it

Sir Wilfrid Laurier said that there was really no change in the position since the last time he had spoken A provisional boundary, as the House knew, had been established on the Chilcoot and Chilcat Passes at the summit, and negotiations were proceeding for the estal lishment of as similar provisional boundary on the Dalton Trail, but he had not yet received official information that negotiations were completed, and until that was done he was not at liberty to make any further

Mr. Prior inquired if the Government had any information that Mr. Ludgate of Deadman's Island had abandoned his project and left the country. Hon. Mr Borden said he did not know anything about it.

was taking any steps to establish the fast Atlantic service. Sir Wilfrid Laurier said: "We are tak ing steps all the time." (Langhter.)

Railways for the Ynkon.

Mr. McNeill asked if the Government

Sir Charles Tupper called attention to the announcement made in the railway committee yesterday morning that the Government intended to adhere to its decision of last year, and not grant any charters for railways into the Yukon. He spoke of the application of the Hamilton Smith syndicate last year, which had proposed to denosit \$250,000 as security. and which he understood had spent over \$40,000 in surveys and had their plans now ready to submit to the Government. He considered it of the utmost importance that convenient access should be had to the Yukon territory, and said it was a subject which interested not only Canada, but Great Britain and other countries. The Government certainly owed it

to the House that some explanation should be given for its reasons for adoptages of the Intercolonial for the last six | ing this policy, which le (Sir Charles) considered adverse to the interest of Canada. There were a number of applications Lambert and Point St. Charles, which | for charters made this year, some to get was the first division, and the accounts | into the Atlin district, and some, he bewere made up from November to April | lieved, to Teslin Lake, and he was in hopes that the Government, while not | the House I may be permitted to add a enforcing the prohibition which prevented | single remark. I fail to see how the conaction being taken last year, would have struction of a railway from one point to been disposed to allow these others to be considered by a sub-committee of the railway committee with a view of arriving at a policy which would be best calculated to promote the interest of Canada, only question that can arise is one that The Premier's Keply.

Sir Wilfrid Laurier-I am very much obliged to my hon, friend for bringing this question to the attention of the House. There is no question at this moment which in my estimation has so in portant a bearing upon the future of Canada as the very question which my hon. friend has referred to. I may say at once that it may perhaps seem a little strange to the public at large that we should refuse at this moment to grant any charter to railways to communicate from the waters of the Pacific to the Yukon conntry. I may also say at once that we do not object and would not object to any scheme to build a ratiway from waters that are absolutely and without doubt in Canadian territory to the Yukon country, but we have decided objections, and I think my hon. friend will agree with me when he gives his attention more closely to the matter, to granting a charter to a line into the Yukon from the disputed territory between Canada and the United States. At the present time most of the charters which are asked for are to build a railway on the Dalton Trail, that is to say, from Pyramid Harbor towards Dawson City. Pyramid is in the disputed territory. We claim the ownership of it, and they have at present practically possession of it, as they have of the Lynn Canal. Well, if we were to grant a charter-and I believe it is so provided in the bills-our legislation would have to be supplemented by American legislation and we would be providing for communication through territory now practically in possession of the Americans. If we were to do this we would only be complicating the question of determining the boundary between us and the Americans. If we were to grant the charter which is asked for, and on which my hon: mients states a exposite of \$250,000 would be made, we would be helping to build up an American city at Pyramid Harbor, and thereby make it all the more difficult for us ever to get Sack what we claim belongs to us by the establishment of the boundary where we claim it ought to le. At the the entrance of the Lynn Canal and that and the whole of Sir Henri Joly's items consequently the whole of the Lynn



Lasts long lathers freesoap-low in price-highest

In quality—the most economical for every use. That Surprise way of washing—gives the sweetest, whitest, cleanest clothes with easy quick work. Follow the directions. Saves

veary work-much wear and tear.

Surprise Soap is the name—don't forget.

acted with questionable wildom when in 1897 we granted a charter to the British Yukon Company, because this company is acting unter a Canadian charter and an American charter, and the consequence Caid We Are to Have Permanis that we have contributed to build up Skaguay, at American city, between

ent Apostolic Delegation.

William A. Lillico, Formerly of Emsdale, Killed on the C.P.R. Tracks in Toronto-Man Arrested at Brockville for Pilfering From the Office of Mr. W. H. Comstock,

Sunday did many thousands of dollars'

The American Line steamer Paris is doomed. Her boilers have shifted, he false bottoms are gone, and the divers

Death came to little Ida May Fairman. daughter of Horace Fairman of Hamilton, on Saturday, as a result of the burns she received on Friday evening.

Pyramid Harlor is ours, then we would looked an unexhausted Roman candle in the mouth and was burned and cut about Pyramid Harlor as being in Canadian | the face and mouth very badly. The Bank of England has bought \$2.

certainty of having a Canadian city at gold on its way will be devoted. Calder was again nominated by the Liberal-Conservatives to contest South

establishment of Lucan were slightly damaged by fire on Saturday afternoon. to allow more American cities to be built Seventeen native miners were killed and 30 injured on Sunday in a mine a Kimberley, in Griqualand West, by the

tors that the Lynn Canal does not belong to us, but that it belongs to the Amerithe Niagara Camp. Before leaving Loncans, then the policy of Canada will be don he officially inspected the troops to get access to the Yukon, not by the there. The London camp disbanded on Lynn Canal, but by building railways

destroyed by fire on Friday night. Elecblaze. Most of the contents were saved.

the big review of troops at Aldershot, June 25, by the Queen. The ceremony will take place on Laffan's Plane, and about 14,000 troops will participate in it. Kennedy Connors of Hamilton is out on \$100 bail until Tuesday, when he is to be tried on a charge of criminally

assaulting Mrs. Georgina Anderson, whom he was escorting home from a A man was arrested at Brockville on

Archibald Sherlock of Toronto was thrown out of a wagon and received a fracture of the left leg below the knee and several broken ribs, which caused perforation of the lungs. He died on

A tornado on Friday swept over San determined, if it ever is determined, by Pedro and Alarse, in the Province of Valladolid, Spain. About 150 houses were destroyed, and there was great loss of life. Ten bodies have already been recovered from the ruins.

> day attempted to take his life by cutting his throat. He had been ill with stomach troubles for nine years. He cut his throat with a razor, but, although 64 years of age, will likely recover.

> Hotel, Toronto, had his skull fractured by a wagon under which he was thrown from his bicycle, while he was attempting to avoid a collision. He died on Saturday afternoon from his injuries.

Mackenie might build this line from Pyramid Harbor to Fort Selkirk. It did Labuan, says the inhabitants of Brune ary question was taken into considera. and the intermediate coast of Borneo tion. It was quite as open then as it is have hoisted the Sarawak flag. Brune now, perhaps more, and I cannot see why | and Sarawak are sultanates on the northauthority could be given then and not west coast of Borneo, and are both under now. I do not want to say a word fur-British protection.

> PRESIDENT LOUBET'S REVENGE. He Receives a Tremendous Demonstra-

Paris, June 12.—President Loubet has had his revenge for Sunday's (4th) outrage at Auteuil. When he drove to Long Champs yesterday to attend the Grand Prix he was the hero of a great popular demonstration, expressing itself in one form or another along the whole route from the Elysee Palace to the race course. He remained only a quarter of an hour, just long enough to witness the race, and, having congratulated the owner of the winner, returned to the palace, where he arrived without special incident. The revisionists and Socialist organs summoned their readers to assemble along the thoroughfares to be traversed by the President and his party, and from the hour of noon thousands of demonstrators set out from Montmartre, Belleville and other working-class quarters, in big organized bands, all wearing a small artificial red flower in the buttonhole, and marched across Paris, taking up positions along the Avenue des Champs-

They gave M. Loubet a tremendous ately pounced upon by a swarm of police-

Enquiry at the prefecture of police at a late hour elicited the information that | about 30 arrests were made during the

SPANISH TORNADO.

M.P.-Telegraphic Briefs.

worth of damage.

David McWhinney, a Kingston bove

500,000 in American eagles to strengthen to wait for one or two years and the its reserves, to which end most of the On Saturday, at Whitby, Mr. Charles

> Ontario with the Hon. John Dryden. The third and fourth stories in the residence portion of John Fox's banking

explosion, it is supposed, of a dynamite Major-General Hutton has arrive at

The Masonic Hall, Rossland, was tric wires are said to have caused the

policy is to wait. That is the view that | Insurance \$1,200. Great preparations are being made for

Saturday afternoon in the act of carrying off several articles from the office of W. H. Comstock, M.P. He gave his name as McDonald, and says he hails from Cal-

Sunday morning.

James Marshall of Toronto on Satur-

Michael Hayes, proprietor of the Union

A despatch from Victoria, Island of

tion on Sunday.

Elysee and the Avenue du Bois de Bou-

ovation, confining their cries almost entirely to "Vive Loubet" and "Vive la Republique." The President did not hear a discordant cry, although there were one or two scuffles before and after he passed between the police and an occasional hotheaded anti-Dreyfusard, who tried to shout "A bas Loubet," and was immedi-

place of the ordinary diving methods. day, and ten policemen were more or less seriously injured.

Afternoon

TS a live topic just now, the main point for the me with a family to keep in mindi Where can I get the best groce. ies and the most trustworth service?"

If that question is ever asked in the hearing of one of my cue tomers I know what the verdict will be.

The way to win a record to first-class goods is to deal only in that kind. Inferior lines of groceries find no place in my store, and never will. My suc. cess since starting business has convinced me that people appreciate good goods and prompt courteous attention.

THOS. BRADY.

Two Doors east of the Benson House

Plymouth Binder Twice.

A commission will be appointed by the Postmaster-General to investigate into the troubles in the Kingston postoffice. THOUSANDS OF FARMERS...

Want GOOD Binder Twine, and are willing to pay a fair price for it. Sensible farmers know GOOD twine is the cheapest; and poor twine is dear at any price. It is not what you pay, but what you get, that constitutes a bargain. "Plymouth" make and sell GOOD twine as low as good twine can be sold. "Plymouth' does not make or sell POOR twine at any price.

NO OTHER TWINE IS ' JUST AS GOOD" AS PLYMOUTH.



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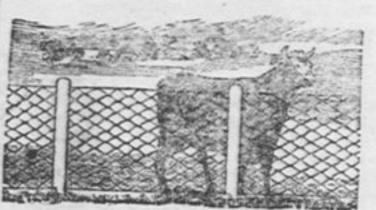
Parties intending to build will find that our Lindsay yard contains

all that is necessary in Barn Timber, Lumber, Lath, Shingles, Sash, Doors, Blinds, Mouldings, Etc. Cement of the best quality for Stable or Cellar Floors, Walks, Etc. Hard, Soft and Blacksmiths' Coal always in stock. Hardwood and Millwood delivered to any part of the town Windsor Salt,

Telephone, Town office 77 G. H. M. BAKER, Agent.

(Dairy, Cheese and Butter brands) all at reasonable prices.

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McMullen's

are unequalled in quality and their Fencings are the Best.

LOW Hardware merchants sell these goods, and can supply you. If they fail you write the manufacturers at Picton.

The B. Greening Wire Co., General Agents, Hamilton and Montreal. SOLD ALSO BY CANADIAN HARDWARE JOBBERS.

Bogg Bros.

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During a visit to wholesale markets we picked up some special lides that are extra good value.

HERE IS ONE SPECIAL -Ladies' black Cotton Hose, best German dye, fine quality, sold regularly at 15c, on sale here at 10c per pair. Bought a big lot to secure this price. Newest patterns in fancy Dress Ginghams, fancy printed Dress Muslins, Ladies' Summer Vests, 5c to 25c. Special line of Shirtings at 10c, worth 12c. New Straw Hats, in Ladies' Trimmed Sailors, Men's and Boys' Fancy Straws, Men's and Boys' Bicycle Caps, and newest styles in Soft and Stiff Felt Hats, have

BINDER TWINE! BINDER TWINE! BINDER TWINE! We are in the Binder Twine trade, and have received a carload of GOLD MEDAL brand Pure Manila. This is the twine that gave such good satisfaction last season, and is the most economical twine in the market, as it runs 700 feet to the pound, is evenly spun, made of pure Manila, and gives you no trouble in binding at a time when lost time caused by using poor twine, means money. All the other leading brands of twine kept in stock and you can depend on getting a supply any time during the season. Prices and quality are right.

WOOL! WOOL! Wool wanted for cash at highest market prices or in exchange for Goods. We carry a full line of woollen goods to trade for wool, in addition, the full stocks in each of the 10 departments in the store are at your disposal when trading wool, eggs, or any other

One point about trading butter and eggs at this store—if goods and prices are not satisfactory in every respect, you can take cash at one cent per dozen less on eggs and one cent per pound less on butter.

HOGG BROS., Oakwood

Latest

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