

California Fig Syrup Co.



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 75c bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Manufactured only by the CALIFORNIA FIG SYRUP CO.

SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.

The Canadian Post. LINDSAY, FRIDAY, AUGUST 11, 1893

LOCAL NEWS-LETTERS

TO CORRESPONDENTS.—Contributors will confer a favor on the publisher by sending in their letters as early in the week as possible. Letters should be mailed in time to reach Lindsay not later than Tuesday evening of each week, and earlier if possible.—(Ed. Post.)

PORT HOPE.

SUCCESSFUL OPERATIONS.—Dr. L. Clame, senior and junior, Dr. L. B. Powers and Dr. Parks performed a successful operation Monday on Mrs. James Hunter, Hope-st. A large portion of the skull was removed and a tumor taken off the brain. The afflicted lady must have suffered most fearfully for months past. She had been unconscious for some time, and as soon as the operation was over, she regained consciousness. The operator was young Dr. Clame, who performed the work most successfully, to the admiration of the seniors present. It is thought that unless inflammation takes place, Mrs. Hunter will recover. She has the very best of care.—(Guide.)

ONTARIO COUNTY.

A WORD ABOUT THE CROPS.—It is pretty safe now to make a forecast of the crops in this county. Hay has been saved in large quantities, and in excellent condition. Fall wheat is not a good crop, but is pretty fair. Spring wheat is light and is being damaged by weevil. Barley is fair, but thin on low or flat lands. The want of under drainage was never worse felt than this year. Oats were good, but the hot days last week blighted them and everything else to some extent. For this reason the oat straw has weakened and is lowering the head. Peas are good, especially those sown after the first big rains in the spring. Potatoes will have to be picked up early or they will be a light crop. The same with turnips. Flies and grasshoppers are doing great damage among the turnip plants. Corn is very good. There will not be as much fruit as last year, but what there is will be good. Grazing has been very good in this vicinity all summer, but the horn fly has lessened the milk supply. Upon the whole the outlook points to a crop of about the average yield, some places below some above.—(Chronicle.)

PETERBORO.

DEATH OF AN OLD RESIDENT.—Thomas B. Sloman, an old resident of Peterborough, died last week at his residence on Bonaccord-st. The deceased was seventy-eight years of age, and the end came quietly, without any specific disease developing. The deceased was well-known, having for over thirty years been book-keeper for Messrs Snyder and Hilliard, when these gentlemen were engaged in lumbering operations. He had been away on a visit to his son and only returned home on Monday. He was an upright man, who was highly respected.

A TERRIBLY BAD ACCIDENT.—Wm. Cushman, a young boy of about fifteen years of age and son of Mr. Daniel Cushman, Sherbrooke-st., met with a very painful and unfortunate accident at the Dixon Company's mill Friday morning, which resulted in the loss of four fingers. It appears the lad, who was employed in the shingle mill, tried to hold one of the sticks used for binding bunches of shingles against the teeth of a small edging saw and not let the rapidly revolving machine take it out of his hand if he could help it. The sequel was that before he knew it young Cushman's left hand was drawn against the sharp teeth of the saw and four of the fingers severed. The saw entered near the knuckle of the small finger and passed across the palm of his hand in an oblique direction. Dr. McGrath dressed the wound. He had to peel back the skin and cut out the three remaining knuckles. The parents of the unfortunate youth will have the sympathy of many friends in the sad accident which has befallen their son.

CAUGHT A "LIVE" WIRE.—A crowd of over a hundred gathered around the struggling form of Rollin Flynn on George-st., Saturday and watched the young man as he lay on the ground writhing in pain with about five hundred volts of electric current holding him fast by one hand to a wire. A fellow workman, named Drew, saw his companion's danger and in a second had run up the ladder on the work-

ing wagon and with a hal in his hand to save himself lifted the guard wire on the end of which Flynn was and stopped the flow of the current. The young man's form. The accident, which might have proved fatal through the facility and ignorance of the crowd that watched the young man had it not been for Mr. Drew, happened in this way. Flynn was engaged with the other men stringing the cross wires for the guard wires on the trolley. Just after one o'clock they were stringing the wire in front of Fortye & Phelan's hardware store. The guard wire had fallen to the street and one of the men called to Flynn to clear the dangling wire from the way of passing horses. Flynn, without looking to see, grabbed the wire to throw it to one side and to his terrible surprise awoke to the mistake he had made. The guard wire was stringing on the trolley wire and the minute Flynn took hold of it he was shocked. The five hundred volts or more made him yell with pain, and he was unable to release his grasp as he lay on the ground. The crowd that was at once attracted did not seem to realize the serious danger, and many were laughing. How, ever, Drew, a fellow workman, saw the danger and grabbing Flynn's thick cloth cap, ran up the ladder and threw the guard wire off the trolley and Flynn was released from the electricity. The young man's right hand, which had grasped the wire, had three fingers badly burned and he was a little shaken up, but otherwise escaped serious injury.—(Review.)

A YOUNG MAN SEVERELY BURNED.—A fire, caused by an explosion, occurred Monday in the McKee & Davidson hardware store, owned by the Peterboro Hardware Company. Mr. Thomas Connal, a clerk in the store, went to the cellar with a lantern to get some asphaltum. Those upstairs heard an explosion, and running down Mr. R. B. McKee met Mr. Connal coming out with his arms burning like torches, and Mr. B. McKee put the flames out, burning his own hands in doing so. Large volumes of smoke burst out of the windows and filled the store, but the fire brigade was promptly on hand and, risking further explosions, went into the cellar and confined the fire to that part of the building. The building is owned by Mr. James Stevenson, M. P., and the loss on it and on the stock is covered by insurance. Mr. Connal was very severely burned on the left arm and hand, the skin peeling off from the elbow to the finger tips, and his right hand, face and neck were also burned, but not so severely.

Clifford M. Calverly's Tight Rope Performances at Niagara.

Since the days of Sam Patch the falls of Niagara have exercised a rightful fascination on the minds of men intent upon gaining fame and fortune by public exhibitions of their nerve and daring. Whether it be going over the falls in a barrel, swimming the rapids or walking across the terrible gorge with a slender rope or wire for a foothold, nothing seems too foolhardy to be attempted if only notoriety and duets loom up in hopeful promise.

The latest applicant for fame in this direction, Clifford M. Calverly, is a young Canadian, from Toronto who started out about a year ago to eclipse the records of Blondie, Peer and Dixon. He was then without much experience as a wire walker, having practiced but two or three weeks on a rope between two buildings in his native city, but he was a worker on iron cornices and may be said to have been educated up to dizzy heights. He was a schoolmate of Dixon's and got his first idea of "walking the falls" from his friend though he never thought of making a business of it until after Dixon was killed by falling into a shallow little pond at a Canadian summer resort. Dixon's time of crossing the falls had been 12 minutes. At his very first attempt Calverly said that he intended to lower the record. He did it, and the watches showed that he made the trip over 940 feet of wire in 6 minutes and 8 seconds. He was not satisfied with this, however, and announced that on the 4th of July he would beat his own record. A crowd of 15,000 people assembled to see him do it. When he left the Canadian shore he started running like an Indian. When he reached the sag in the middle of the cable he did not pause, and on the up grade approaching the American shore he quickened his pace, and his last steps were like a sprinter's. His time was 2 minutes and 33 seconds.

After his run Calverly gave an exhibition of fancy tricks on the wire. He wheeled out a barrow which was stove, lighted a pipe, made some toast and ate it while sitting on the wire. Then he took out a chair, balanced it on the wire and sat down, lifting back and crossing his legs, while he calmly lit a cigarette and smoked it, as cool as one of the rocks below on which he would have been dashed to pieces had he lost his balance. People thought he had lost his balance when he did what he calls the Calverly dive. He stood on the wire and suddenly appeared to fall. The spectators groaned involuntarily as his body shot down, and they could scarcely catch breath again when they found that he remained clinging to the wire with his legs.

On the 4th, Calverly walked across in the darkness. This feat had never before been accomplished. Peer tried it once, and the next morning his body was found on the rocks below. He had fallen before he was twenty feet. The gorge was black as a pocket when Calverly came out to cross it, and after he had gone 100 feet he was swallowed up in darkness. No one knew whether he was on the cable or not, and the spectators were getting very anxious when a flash of red light blazed up over the centre of the river, quickly followed by a shower of sparks, in the midst of which stood Calverly shooting off roman candles.

THE NEW SCOTCH DINING-CAR EXPRESSES.

From "The Times," July 3rd, 1893.

Freedom is not the only thing that in this old England of ours broadens down slowly from precedent to precedent. Some twenty years back the late Sir James Allport, at that time Mr. Allport, and general manager of the Midland Railway, took a summer holiday in the United States. He there found democracy so far triumphant that on ordinary passenger trains there was but one class of carriage, while on the long-distance expresses there were drawing-room cars, dining cars, and sleeping cars available for those who chose to pay a slight increase of fare for the extra accommodation. This visit resulted, in the first instance, on the Midland only, but gradually almost all over the country, to three important changes—one of them, indeed, so important that it might almost be called a revolution. Third-class passenger carriages were altogether abolished, and Pullman cars were introduced both for day and night travel. The precedent so set by the Midland company was followed by its rivals, as far as third-class passenger were concerned, immediately, with but slight delay in reference to the provision of sleeping cars; while it is only within the last year or two that the movement towards the abolition of second-class carriages has become general.

Meanwhile, the Midland had given a hint that its competitor, the Great Northern, was not slow to act upon. This latter company, having to cater for the wants of a large number of business men who returned to their homes in the west riding at the end of a day's work in London, introduced some fifteen years back a service of dining cars between Leeds and London. The Midland, of course, was constrained to follow suit. Then the same two companies put on dining cars also between Manchester and London. But for a number of years the dining car service was confined to the systems of these two companies. The North-Western, with its characteristic dislike to innovation, refused to adopt an idea so new-fangled, and preferred to rely solely on its old-established connexion and its possession of the shortest and, in the main, the quickest route. The popularity of dining cars became, however, so obvious that recently the North-Western has found itself constrained to adopt the system. Having once broken the ice it went further and cater for any of its rivals. It put on dining cars not only to Manchester, where it had to face keen competition, but also to Liverpool, where it has the field pretty much to itself, and two summers back it extended them to Scotland also.

So far, however, dining cars had been regarded, like sleeping cars, as a luxury only intended for first-class passengers—for not more, that is, than 10 per cent. of those who travelled by the trains. The Great Eastern, the poor man's line par excellence, was the first to break away from this obsolete tradition. Three years back, on the express trains running from Doncaster to Harwich in connexion with its continental steamboat service, it put on a dining car, to which second as well as first-class passengers were admitted, while the third class passengers' meals were served on the dining car, but not in the same compartments. And now at length this summer the matter is being carried to its logical conclusion, and carriages are running labelled plain for all folks to see "Third-class dining cars."

Appropriately enough it is on the service between England and Scotland, a service which, since the award of Mr. Gladstone put an end to an interminable war of rates as long ago as 1858, has shown English competition at its best, in a steady improvement of facilities and a steady tendency towards lowering of fares—it is on this Scotch service that the last reform has been introduced. We say the last reform, but the phrase is scarcely accurate. For no one supposes that we have yet reached finality. For the first-class fare from London to Glasgow is 35s., the third-class 22s., the extra for a berth in a sleeping car, for a comfortable bed in a sleeping car, rather than save 30s. at the price of sitting up all night, liable at any moment to be disturbed by the entrance of half-a-dozen strangers into his compartment—this is a natural enough. But it is difficult to believe that any, except a trifling percentage of the travelling public, will long continue to pay the extra 20s. for the honor and glory of travelling first-class by day, when for little more than half the first-class fare a passenger can travel in a dining car, which, though labelled third-class, is markedly superior in comfort to the ordinary first-class carriage. Ample it, to read by, comfortable warmth, space to move about, a corner into which no inconspicuous neighbor can laterally, food and drink, lavatory and smoking room, all are secured, and it is difficult to see what more the most exacting traveller can require. No one, we are assured, contemplates at this moment supplementing third-class "diners" by third-class "sleepers." Yet it is safe to say that this further innovation is not only inevitable, but certain to come before many years are out. And then we shall be in sight of the final result, when, in England as in America, there will be but one class of carriage for ordinary local traffic, supplemented on long journeys by extra accommodation available to all passengers alike on the payment of the same extra fare. Half a century has passed since Dr. Arnold stood on the bridge at Rugby and watched the passage of the Great Northern, the fastest of all the great lines of the world, the Midland and Birmingham all-way. He rejoiced, readers of his life may remember, to see them and to think that the days of feudism were over. Perhaps even Dr. Arnold scarcely realized how great a leveler the railway was to prove. The "aw nish multitude"—the phrase was a common one in the early Victorian era—shattered the third-class carriages of 1833 were either left outside the station altogether or shut into a pound full the first-class passengers had started; then they were herded into seatless and roofless pens, in which they travelled along with "horses, cattle, and empty goods wagons." Possibly they received treatment as good as their habits and manes entitled them to.

There's nothing left of Catarrh when you use Dr. Sage's Catarrh Remedy. The worst cases yield to its mild, soothing, cleansing and healing properties. They're the cheapest pills you can buy. There's nothing left of Catarrh when you use Dr. Sage's Catarrh Remedy. The worst cases yield to its mild, soothing, cleansing and healing properties. They're the cheapest pills you can buy. There's nothing left of Catarrh when you use Dr. Sage's Catarrh Remedy. The worst cases yield to its mild, soothing, cleansing and healing properties. They're the cheapest pills you can buy.

Fairbank & Co. Montreal

Cottolene A SHORTENING.

Down the street through the busy way a lady passed on marketing day. Who, pausing at a grocery store, stepped quickly in at the open door. With bated breath and anxious mien she queried: "have you COTTOLENE?" The grocer, leaving off his work, interrogated every clerk; but none up to that time had seen an article called "COTTOLENE."

As for his store the lady fled, the grocer gently scratched his head—On his next order, first was seen, "One down case COTTOLENE."

Ask Your Grocer for it. Made only by N. K. FAIRBANK & CO., Wellington and Ann Streets, MONTREAL.

Fairweather & Co.

Nothing Kept Back

Everything Must Go

That is, every article of summer head-gear in

Fairweather and Company's

Clearing Sale

all Summer Goods will be sold at prices that are bound to make them go.

EVERYTHING WILL BE CHEAP

- All new styles, too, including Straw Hats, Light weight Summer Felts, Yatching Caps, Outing and Camping Hats and Caps, And all the different Summer Styles, of every kind.

World's Dispensary.

Remember the address, NO. 96, KENT-ST., Lindsay.

Men's Furnishings

A large and complete stock always on hand. Shirts, Collars, Ties, Under-clothing, etc.

G. A. Little

MUSIC AND MUSIC BOOKS.

500 Pieces of Music at 5c, worth from 10c to 50c a piece. All the latest Music Folios now in stock. Sacred Song Folios, Instrumental Folios, Comic Song Folios. Always on hand a full line of Irving's 5c Music, also Branga & Co.'s Music.

GEO. A. LITTLE, Books and Stationery, Opp. Post Office, Kent-st., LINDSAY. Lindsay, June 23, 1893.—29-37.

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W. G. Woods.

THE HOT SEASON IS HERE

For Summer Use a Coal Oil or Gas Stove

Is one of the greatest comforts imaginable. Those who have tried one would not be without this comfort-giving article, if double the price. WE SELL THE BEST.

A REFRIGERATOR

Is an economical purchase—it keeps the butter hard and nice, the milk sweet, and in a hundred ways effects a saving and confers satisfaction. WE SELL THE BEST.

W. G. WOODS, Lindsay.

Adam Doran.

EAST END GROCERY

OPPOSITE BENSON HOUSE. Invites all buyers of Groceries who are desirous of getting a big dollar's worth for their money to call at his store, opposite the Benson House.

ADAM DOARN

The Finest Brands of Teas, Sugars, Canned Goods and General Groceries are selling cheap, and everything in the store has been marked down a notch or two.

IN WINES AND GENERAL LIQUORS

the quality and flavor of the brands carried will be found unexceptionable, and the prices are right. Send in a trial order and you will be convinced.

WALL PAPER AND PAINTS

See our WALL PAPERS, 50 Patterns to choose from and Prices right. First-class Stock of Floor and other PAINTS, all guaranteed.

JOHN MAKINS,

Brush and Iron Founder is prepared to do all kinds of Casting and Foundry Work, Repairing of Implements and Machinery, etc. Setting up Steam Engines and Boilers, etc. N. B.—Two Portable Waterous Engines, 12 h. p., for sale cheap. Apply to JOHN MAKINS, William-st. North

Wool Wanted.

We have sold out our business in Cambray, and have made arrangements with one of the very best factories in Canada to furnish us

YARN, FLANNELS, BLANKETS, AND OTHER WOOLLEN GOODS.

So that we can sell them at Wholesale Prices. We have secured Mr. Smyth's Store, next Hancock's Hotel opposite the market, and will be prepared to pay the Highest Price in Cash for all the Wool that Comes.

WALLAGE & CO.

ship your Wool to

PARIS GREEN--the Genuine English--at HIGINBOTHAM'S DRUG STORE.

INSURANCE

S. CORNEIL.

A PROMPT SETTLEMENT.

On Saturday, the 16th inst, my barn in Emily was burnt by blazing shingle from a burning barn on an adjacent farm. On the my claim for loss on contents was adjusted to my satisfaction, and on day, the 25th, Mr. S. Corneil has a cheque for the amount of my claim in full. It is hardly necessary to say that I am highly pleased with the fairness of the settlement and the promptness of the insurance company in paying my claim. Farmers will promote their own interests by trusting their insurance business to Mr. Corneil.

JAMES MITCHELL

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Sunlight Soap.

A "SUNLIGHT" PILLAR

APPOINTED BY SPECIAL ROYAL WARRANT Soap Makers to her Majesty the Queen



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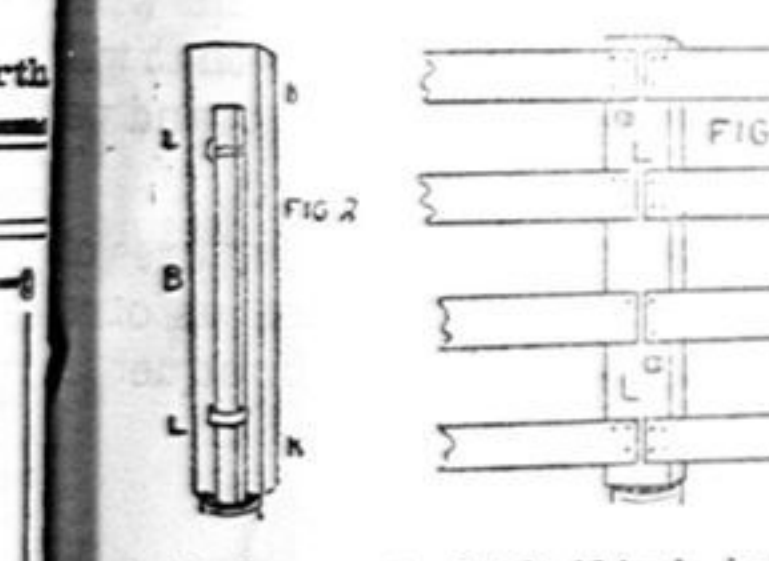
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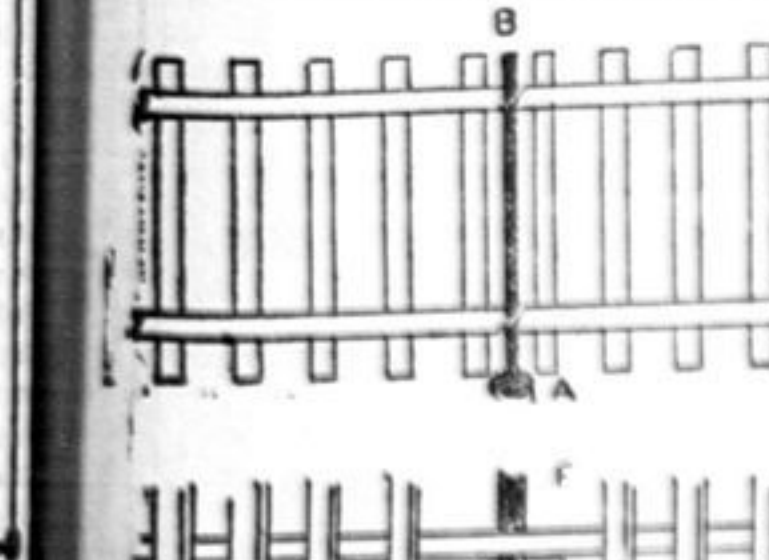
THE HANDY MECHANIC.

Instructions for Making an Indestructible Fence

To make a fence that will last for ever, use the "Sunlight" Fence Post and Rail. To make a fence that will last for ever, use the "Sunlight" Fence Post and Rail. To make a fence that will last for ever, use the "Sunlight" Fence Post and Rail.



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