

ONE ENJOYS

Both the method and results when and refreshing to the taste, and acts gently yet promptly on the Kidneys, aches and fevers and cures habitual only remedy of its kind ever proto all and have made it the most

popular remedy known. Syrup of Figs is for sale in 75c 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. NEW YORK, H.Y

LINDSAY, FRIDAY, AUGUST 11, 1893

To CORRESPONDETS - Contributors will confer later than Tuesday evening of each week-and SPECIAL NOTICE TO CORRESPONDENTS .- All but not so severely.

correspondence must be raid for. PORT HOPE.

paragraphs of an advertising nature inserted in

SUCCESSFUL OPERATIONS.-Drs. Clame sha, senior and junior, Dr. L. B. Powers and Dr. Perks performed a successful oper. ation 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 regain. ed consciousness. The operator was young Dr. Clemesha, 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.

safe now to make a forecast of the crops on a rope between two buildings in his in this county. Hay has been saved in native city, but he was a worker on iron large quantities, and in excellent condition. cornices and may be said to have been Fall wheat is not a good crop, but is pretty | educated up to dizzy heights. fair. Spring wheat is light and is being they will be a light crop. The same with | wire in 6 minutes and 8 seconds. turnips. Flies and grasshoppers are doing He was not satisfied with this, however, great damage among the turnip plants. and announced that on the 4th of July he Corn is very good. There will not be as | would beat his own record. A crowd much fruit as last year, but what there is | 15,000 people assembled to see him do it. will be good. Grazing has been very good | When he left the Canadian shore in this vicinity all summer, but the horn | started running like an Indian. When he fly has lessened the milk supply. Upon reached the sag in the middle of the cabl the whole the outlook points to a crop of he did not pause, and on the up grade about the average yield, some places below approaching the American shore he quicksome above.-[Chronicle.

PETERBORO.

DEATH OF AN OLD RESIDENT.-Thomas R. Sloman, an old resident of Peterborough, died last week at his residence on Bonaccord-st. The deceased was seventy-eight fire, made some toast and ate it while years of age, and the end came quietly, without any specific decease developing. The deceased was well-known, having for tilting back and crossing his legs, while he ever thirty years been book-keeper for Meanra bayder and Hilliard, when these contismen were engaged in lumbering aparations. He had been away on a visit to his son and only returned home on Mon: day, He was an upright man; who was highly respected.

A TERRIBLY SAD ACCIDENT, - WM. Cushion, a young bey of about fifteen years | body shot down, and they could scarcely of age and sen of Mr. Daniel Cushien, Sherbracke:at, met with a very painful and unfortunate accident at the Dickson Company's mill Friday morning, which resulted in the less of four fingers, 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 sequal was that before he snew it young Cushion's left hand was drawn against the sharp tee'h of the saw and four of the flogers severed. The saw entered near the knuckle of the small finger and passed across the palm of his hand in oblique direction Dr. McGrath dressed the wound. He had to peel back the skin candles. 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 real, by others it is disputed. The moon over a hundred gathered around the never attracts corns from the tender. struggling form of Rollin Flynn on George- sching spot. Putnam's Painless Corn st, Sa iday and watched the young man Extractor removes the most painful corns as he lay on the ro-d writhing in pain in three days. This great remedy makes with about five hundred volts of electric no sore spots, does'nt go fooling around a current helding him fast by one hand to a man's foot, but gets to business at once revolution in social habits and point of Remedy. The worst cases yield to wire, A fellow workman, named Drew- and effects a cure. Don't be imposed upon mire, A lesson works and in a by substitutes and imitations. Get who presumably have good means of healing properties. second had run up the ladder on the work- "Putnam's," and no other.

save himself lifted the guard wire on the end of which Flynn was and stopped the flow of the current into the young man's form. The accident, which might have proved fatal through the inactivity and ignorance of the crowd that watched the young man had it not been for Mr. Draw, happened in this way. Flynn was engaged with the other men stringing the cross wires for the guard wires on the trolley. danger and grabbing Flynn's thick cloth from the electricity. The young man's

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 a large number of business men who store, owned by the Peterbore' Hardware returned to their homes in the Company. Mr. Thomas Connal, a clerk in | riding at the end of a day's work 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, two companies put on dining cars also and Mr. B. KcKee put the flames out, between Manchester and London. But for burning his own hands in doing so. Large volumes of smoke burst cut of the windows and filled the store, but the fire brigade companies. The North-Western, with its 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 | est and, in the main, the quickest route. the stock is covered by insurance. Mr. The popularity of dining cars became. Connal was very severely burned on the however, so obvious that recently the left arm and hand, the skin peeling off North-Western has found itself constrainfrom the elbow to the finger tips, and his | ed to adopt them. Having once broken right hand, face and neck were also burned, the ice it went further and faster than any

Clifford M. Calverly's Tight Rope Perform

ances at Niagara. Since the days of Sam Patch the falls o Niagara have exercised a frightful 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 s barrel, swimming the rapids or walking across the terrible gorge with a slender rope or wire for a footpath, nothing seems foolhardy to be attempted if only notoriety and ducats loom up in hopeful

The latest aspirant for fame in this direction, Clifford M. Calverley, is a young Canadian from Toronto who started out about a year ago to eclipse the records of Blondin, Peer and Dixon. He was then without much experience as a wire walker, A WORD ABOUT THE CROPS .- It is pretty | having practiced but two or three weeks

He was a schoolmate of Dixon's and got damaged by weevil. I Barley is fair, but his first idea of "walking the falls" from thin on low or flat lands. The want of his friend though he never thought of under draining was never worse felt than | making a business of it until after Dixon this year. Oats were good, but the hot was killed by falling into a shallow little days last week blighted them and every- pond at a Canadian summer resort thing else to some extent. For this reason Dixon's time of crossing the falls had been the oat straw has weakened and is lowering | 12 minutes. At his very first attempt the head. Peas are good, especially those | Calverly said that he intended to lower the sown after the first big rains in the spring. | record. He did it, and the watches show Potatoes will have to be picked up early or | ed that he made the trip over 940 feet of

ened his pace, and his last steps were like a sprinter's. His time was 2 minutes and

After his run Calverley gave an exhibition of fancy tricks on the wire. He wheeled out a barrow on which was a stove, lighted a attting on the wire. Then he took out chair, balanced it on the wire and sat down calmir lighted a elgarette and smoked it as cool as one of the rocks below on which he would have been dashed to pieces had he lest his balance. People thought he had lost his balance when he did what he calls the Calverley dive. He stood on the wire and suddenly appeared to fall. The apectators groaned involuntarily as his eatch breath again when they for ad that he remained clinging to the wite with his

On the 4th, Calveriev 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 went twenty feet. The gorge was black as a pocket when Calverley 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 out over the centre of the river, quickly followed by a shower of sparks, in the midst of

The Moon's Influence

Upon the weather is accepted by some as

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 All port, at that time Mr. Allport, and general manager of the Midland Railway, took a summer holiday in the United States. He Just after one o'clock they were stringing there found democracy so far triumphant the wire in front of Fortye & Phelan's that on ordinary passenger trains there hardware store. The guard wire had fallen | was but one class of carriage, while on to the street and one of the men called to the long-distance expresses there were Figure to clear the dangling wire from the drawing-room cars, dining cars, and way of passing horses. Fiynn, without sleeping cars available for those who chose looking to see, grabbed the wire to throw to pay a slight increase of fare for the it to one side and to his terrible surprise extra accommodation. This visit resulted awake to the mistake he had made. The in the first instance on the Midland only guard wire was resting on the trolley wire | but gradually almost all over the country and the minute Flynn took hold of it he in three important changes -one of them. grounded the current and got the electric | indeed, so important that it might almost shock. The five hundred volts or more be called a revolution. Third-class passenmade him yell with pain, and he was gers were admitted to every train, seconduusble to release his grasp as he lay on class carriages were altogether abolished the ground. The crowd that was at once | and Pullman cars were introduced both for attracted did not seem to realize the serious | day and night travel. The precedent so danger, and many were laughing. How, set by the Midland company was followed ever, Drew, a fellow workman, saw the by its rivals, as far as third-class passergers were concerned, immediately, with cap, ran up the ladder and threw the guard but elight delay in reference to the prowire off the trolley and Flynn was released vision of sleeping cars; while it is only within the last year or two that the right-hand, which had grasped the wire, movement towards the abolition of second had three fingers badly burned and he was 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 don, 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 a number of years the dining car service was confined to the systems of these two 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 shortof 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 passengersfor 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 Dorcaster to Harwich in connexion with its continental steamboat service, it put on dining car, to which second as well as firstclass passengers were admitted, while the third class passengers' meals were served en route, not in the dining car, but in their own compartments, And now at length this aummer the matter is being carried to its logical conclusion, and carriages are running labelled plain for all folks to see

"Third-class dining care." 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 internecine 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 suppose that we have yet reached finality. For the first-class fare from London to Glasgaw is 582., the third-class 338. That a passenger should pay 58s, plus an extra 5s. for a comforts ble 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 compartmentthis is natural enough. But it is difficult to believe that any, except a trifling per centage of the travelling public, will long continue to pay the extra 25s. 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 label'ed third-class, is markedly superior in comfort to the ordinary first-class carriage. Ample II, ht to read by, con fortable warmth, sprce to move about, a corner toto which no inconvenient neighbor can intride, food and

dring, lavatory and smoking room, all are secured, and it is difficult to see what plates at this moment supplementing thirdclass "dizers" by third-class "sleepers," Yat it is safe to say that this further innevation is not only inevitable, but certain to come before many years are out. And then we shall be in sight of the flasi 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 althe on the payment of the same extra fare. Half a century has passed since Dr. Arnold stord | Bilious Attacks, Sick and Bilious on the bridge at Rugby and watched the passage of the first trains on the infant | the liver, stomach, and bowels. Not London and Birmingham : allway. He rejoiced, readers of his life may rememb r, worse condition afterward-but help to see them and to think that the days of that lasts. feudalism were over. Perhaps even Dr. Arnold scarcely realized how great a leveller the railway was to prove. The "sw nish multitude"-the phrase was a common one in the early Victorian erathat filled the third-class carriages of 1843 were either kept onteide the station altogether or shut into a pound till the firstclass passengers had started; then they were berded into seatless and roofless pens, in which they travelled along with "borses, cattle, and empty goods wagons," Possibly they received treatment as good as their babits and manne sentitled them to. Yet it undoubtedly marks a striking

graging the taste of the pu lie for which

they cater, propose to set before the lineal Fairbank & Co.. Montreal descendant of the occupant of the cattle trucks of 1843 a civilized dinger in a luxurious dining car.

But it is time to turn from the past to the present, from generalities to detail. All the three routes to Scotland promise to run in the future afternoon dining-car expresses to and from Scotland. The Midland, to and from Glasgow only, leaves either end at 1.30 and srrives at 10.45 p. m. The East Coast, serving Edinburgh only on the down journey but Glasgow also o the up, leave London or Edinburgh as the case may be, at 2,30 and arrives at about 11 p. m. The West Coast time of departure is fixed at 2 o'clock, and its Glasgow train is half an hour faster than the Midland, while the Edinburgh train runs in 85 hours, or the same as the East Coast time. The East Coast Companies were, we understand, the first to move in the direction of putting on third-class dining-cars. Unfortunately for them they will be actually the last to take the field, for their new cars are not yet ready, nor likely to be for some weeks to come. Meanwhile those of their rivals are slready on the road, and are to be put into regular service immediately. Both Midland and West Coast have

build new trains specially for this new service, the Midland two and the Wes Coast three, so as to have a spare train in reserve for emergencies or repairs. But the divergencies between the North-Wes tern and the Midland pattern are sufficiently striking. The North-Western trains communicate from end to end by means of corridors along the sides of the carriages and enclosed yestibule between them. On the Midland trains the twin first and third class dining-cars are con. nected by a gangway designed for the use of the servants only; but the rest of the train is composed of carriages with what our American friends are kind enough to describe as "lonescme, stuffy compartments" of the ordinary pattern, though their upholstery and fittings are of the best and newest. Again, the North-Western train is planned to allow of 34 firstclass passengers dining simultaneously, as against only 18 third class. The Midland supplies, roughly, about the same amount of accommodation; but the proportion of the two classes is reversed, being 21 firsts and 43 thirds. It will be interesting to see which of the two guesses will be found by experience to have most nearly measured the actual demand of the British

Within the last few days both companies have been running experimental trips, the North-Western on the line between Eusten and Wolverton, while the Midland Company has made a excursion as far afield as to Ayr and Glasgow. That the running of both trains leaves nothing to be desired need hardly be said. Those whose ideas of dining cars have been gathered in the wagons restaurant of the continent, or even on the western roads of America, have no conception how smoothly a dining car can run on our Engitsh roads. The North-Western readbed has long been faultless, and now that that Company has at length consented to relinquish its cherished "radical axle" and to accept the elsewhere uniersely adopted "bogie truck," the North-Western running is practically perfect As for the Midland, let this one fact suffice. mental train left a full wineglass to stand on the table, where it stood with the surface of the liquid barely quivering, while he timed the speed with the chronograph. He found that the train was travelling a 76 miles an hour. As for the cooking, i would perhaps be untrue to assert that the 24. lunch in the third-class car normally includes 'chaudfroid de cailles en caisse', but at least it is rafe to say that yesterday's trip proved the capacity of the tiniest of kitchens to turn out an elaborate hot dinthe Midland has long stood at the head of the English railways for the care and intelligence with which it adapts its refreshits passengers; nor does it show any sign of an intention to forfelt that position.

It may be added that the weight of the trains will be much the same (about 180 to 200 tors) by both routes, a very heavy load to English ideas at these speeds, especially over Cambrian and Scottish hills. The more reason, therefore, that we should welcome and applaud this introduction For, truth to tell, since the meteoric brilmancy of the "race to Edinburgh" died out on the railway horizon in the autumo the last year or two it has seemed as though the blue ribon for speed, which England has held unchallenged since the beginning of rallway history, was to be surrendere tame'v without a struggle to our American deep for any railwry man with a spark of atr'ot'sm in bim to character'ze in words

World's Dispensary.



one that buys Dr. Pierce's Pleasant This is what you get with them: An absolute and permanent cure for Constipation, Indigestion, Headaches, and all derangements of just temporary relief, and then a

Pleasant help, too. These sugarcoated little Pellets are the smallest. the easiest to take, and the easiest in the way they act. No griping, no, violence, no disturbance to the system, diet or occupation.

They come in sealed vials, which keeps them always fresh and reliable; a convenient and perfect vestpocket remedy. They're the cheapest pills you can buy.

There's nothing left of Catarrh when you use Dr. Sage's Catarrh view when the railway managers of to dor, its mild, soothing, cleansing and

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."

"What is it?" said he to the dame, "That answers to this curious name, What is it made of? What's its use? My ignorance you'll please excuse."

"You're not the merchant for my dimes, I see you're quite behind the times. For COTTOLENE, I'd have you know, Is now the thing that's all the go, An article of high regard; A healthful substitute for lard. Its composition pure and clean; For cooking give me COTTOLENE."

As from his store the lady fled, The grocer gently scratched his head-On his next order, first was seen, "One dozen cases 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

Of course the firm can't expect ordinary prices to draw the buying public, so during the

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

All new styles, too, including Straw Hats,

Light weight Eummer Felts,

Yatching Caps,

Outing and Camping Hats and Caps,

And all the different Summer Styles, of every kind.

Remember the address,

NO. 96, KENT-ST... Lindsay.

Shirts, Collars, Ties, Under-

ARMSTRONG, MANAGER.

Lindsay, July 19, 1893.-61. G. A. Little.

590 Pieces of Music at 5c., worth from 10c. to 40c. a piece. All the latest Music Folios now in stock. Bacred Song Folics, Instrumental Polics, Comic Song Folics.

Always on hand a full line of Irving's 5c Music, also Strange & Co.'s Music. GEO A. LITTLE

Books and Stationery. Opp. Post Office, Kent-st., LINDSAY. Lindeay, June 23, 1893 - 59-1y.

W. G. Woods.

THE HOT SEASON IS HERF

For Summer Use a Coal Oil or Gas Store

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.

Adam Doran

OPPOSITE BENSON HOUSE.

ADAM DOARN

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

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 the prices are right. Send in a trial order and you will be convinced. Remember the stand-opposite Benson House. Lindsay, July 21, 1893 .- 67-13.

E. Z. Yerex-Little Britain.

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

E. Z. YEREZ, Little Britain John Makins.

JOHN MAKINS

N. B .- Two Portable Waterous Engines 12 h. p., for sale cheap. Apply to

Lindsay, April 18, 1893,-48.

JOHN MAKINS, William-st. North

J. W. Wallace & Co.

We'shave 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 WOOLLEH COODS.

So that we can sell them at Wholesale Prices. We have secured Mr. Smyth's Store, next Handcock's Hotel opposite the market, and will be prepared to pay the

Highest Price in Cash for all the Wool that Comes. Two Cents Extra when Exchanged.

Ship your Wool to

A. Higinbotham.

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

Idn 1sav. June 12 1883. - 62

Ope, 25th April, 1892,-103

S. Corneil.

CORWEIL.

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 215 my claim for loss on contents was adjusted to my sacisfaction, and to day, the 25th, Mr. S. Corneil has a cheque for the amount of my class in full. It is hardly necessary to say that I am highly pleased with 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 MITOHELL

Sunlight Soap.

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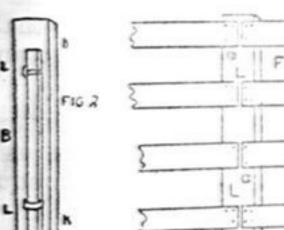
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is being constructed in the dockyard the Loire. It is a cutter which we weigh, if made of the usual mater 4,500 tons, instead of its actual weigh

putting in of a fresh sheet every The first sea-going vessel of alumin

An exceedingly quick reading ele calthermometer has recently been bro Out in France. It is intended for chi