

Shorey's Clothing.

A Pair of Pants

Made from Hair Line Stripe, solid Worsted, in 15 designs

Shorey's

.. Make

can be bought retail for

\$3.75

Worth \$6.00 made to order.

Kennedy, Davis & Son.

WHOLESALE AND RETAIL DEALERS IN

Lumber, Shingles, Lath, Etc.

Estimates on Buildings give on short notice.

Dry Hard and Soft Wood delivered anywhere in town.

LUMBER PAINTED AND GRAINED A Specialty.

Bobcaygeon Flour constantly on hand.

MILLS AT BOBCAYGEON

Opposite Yard, East end of Wellington St., Lindsay.

Geo. Ingle.

IT'S SIGNIFICANT

Isn't it that I furnish the Doors, Sash, Mouldings and inside trimmings for two-thirds of the new dwellings and additions built in Lindsay and within a radius of 10 miles.

I TELL YOU WHAT

the cost of my contract a few minutes, and there are no extras added, well-seasoned stock. Try to make every house a standard advertisement of the excellence of my work, and am trying as hard now as ever. If you want anything in my line call on me.

GEO. INGLE

Lindsay Planing Mill

The Canadian Post.

LINDSAY, FRIDAY, AUGUST 6, 1897.

TAKE A HOLIDAY.

The Advice to Merchants and Businessmen of the Dry Goods Review.

As you are not a mere machine, but a human body with a nervous system, sensitive to long and weary labor, be sure and freshen up by a vacation, however short.

Is your economy so strict that you must save twenty dollars by staying at home, and lose fifty in the process?

Your clerks are equally entitled to a rest. They will work all the better for a change.

These are times when a man must keep bright and up-to-date, and summer is the best period for a vacation.

When taking one, do not feel that you are robbing the business by doing so. It is as good an investment as any you can make.

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Arrange it so as to make him feel that you want him to go and are pleased that he will be the better for it. A dog is the only creature that will take a bone thankfully when it is thrown at him. The rest of us like a concession to be extended in a friendly way.

The merchants who talk about the "good old days" when no holidays, excepting the month about Christmas, were permitted, seem to forget that times change. The Dry Goods Review sometimes listens with amusement to the stories of old wholesalers who recall the days when, as employees, they had to get down to the warehouse at four or five a.m. in the busy season, and when the head of a firm looked a customer over when he came in to buy as if he were a burglar, these were abnormal conditions and can never return. You must meet the new conditions, or, commercially speaking, you are a dead man. One of the new conditions is the necessity of a rest in these days of hurry, noise and hard work.

A CLERGYMAN'S LIFE.

Has More Worries than the Public are Aware Of—Nervous Exhaustion the Frequent Outcome.

There is more worry connected with the routine life of the average clergyman than most people imagine. His duties are multifarious, and it is little wonder that he frequently becomes the victim of nervous exhaustion, insomnia, etc. In this condition Dr. Williams' Pink Pills act more speedily upon the nervous system than any other medicine, and promptly restore the user to a moral state of health.

Rev. Wm. Clarke, a rising young Methodist minister stationed at Orono, Ont., says:—"I have derived great benefit from the use of Dr. Williams' Pink Pills. I found that when I attempted to study I would become drowsy and could not apply myself to my work. My digestion was very bad, and my nervous system seemed to be out of gear. At first I paid but little attention to the matter, but found myself growing worse. At this time I was stationed at Fort Stewart, Ont., and was boarding at the home of a storekeeper, who advised me to try Dr. Williams' Pink Pills. I decided to do so, and thanks to this medicine, I am again restored to good health. Under these circumstances I feel it my duty to say a good word for Dr. Williams' Pink Pills."

Dr. Williams' Pink Pills cure by going to the root of the disease. They renew and build up the blood, and strengthen the nerves, thus driving disease from the system. Avoid imitations by insisting that every box purchase is enclosed in a wrapping bearing the full trade mark, Dr. Williams' Pink Pills for Pale People.

BIRTHS AND MARRIAGES.

A Decrease in the Provincial Returns Causes Discussion.

The Toronto Sun has been reading the government report on births, deaths and marriages for 1897, giving full statistics for the province for 1895, and it sees subject therein for discussion. The report of births, marriages and deaths for 1897, issued by the government of Ontario, gives the figures for 1895. The total number of marriages was 13,363. This is a rate of 63 per 1,000 of population, and is a decrease of 354 marriages, as compared with 1894. The total number of births was 41,028. This is a rate of 18.8 per 1,000 of population, and is a decrease of 423 as compared with 1894. The lowest birth rate in England and Wales is 30.8 per 1,000. Scotland 31, and France 22.1. These figures are interesting for the statesman and economist. Why, asks our contemporary, is the birth rate in a new country like this, with great undeveloped resources, lower than that of England or France? Public men in France look upon a rate of 22 per 1,000 as a warning of national degeneracy.

Be True to Your Town.

By doing what lies in your power to promote business in the locality in which you live you are going the surest way to work to promote your own prosperity, and lessen the burden of taxation.

Intelligent people who stop to do a little thinking prefer to patronize the honest but live merchants in their own neighborhood, rather than rushing off to the fake bargain counters, and so tapping the very life of trade and general all-round prosperity.

—Aim to be a consumer as well as a producer, or you will very soon be neither the one nor the other. But you cannot be a consumer without the mention of a producer whose wages are so low that you can only afford to live on the cheapest of department store can give you. And in order that the department store may continue to be your friend in need (i) by offering you such splendid bargains to suit your limited purse, wages must of necessity be correspondingly low. For your case is like Johnnie's, you know. You cannot keep your wages and eat it. If you must have cheap goods you must have cheap wages.

—The Grand Trunk Railway has issued one of the most beautiful specimens of railway literature yet published. It is a pamphlet with a magnificent illustration of the Grand Trunk line, and the contents are superb half-tone reproductions of the most interesting scenes along the route, especially the "Seaside and White Mountains special." The descriptive text is of high literary value as the splendid illustrations.

—The I. B. & O. R. R. morning train from Bapelite Lake for the G. T. R. Junction is scheduled to leave at 3.50 a.m., but travelers say they are usually hustled out at 3 o'clock, as it takes over three hours to get over the 120 miles to the G. T. R. Junction above Klondike.

—Conductor J. F. Jobbitt, of Division No. 30, B. R. T., and Conductor J. Kelly, of Division No. 1, B. R. T., have gone to Montreal as delegates to the "grievance committee" now in consultation with the Grand Trunk management. Over 100 delegates are present, representing every portion of the road.

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—The I. B. & O. R. R. bridge over Baptiste Lake, near the end of the line, and 45 miles which were wrecked by an ice about last spring, has just been repaired. A train passing over it for the first time on Thursday evening. The driving of piles has been a laborious work with the crane machinery at hand, but a good job has been made of the work by Supt. Hutchinson.

—A Toronto paper says that for some time past the freight traffic on the G. T. R. has been falling off, and the officials attach a good deal of blame to some parties who are going around among the shippers using the weight of the Grand Trunk as a threat to induce Canadian employees and engaging Americans. The officials deny this, and say that the only discharged where business will not warrant their being kept.

—The Winnipeg Free Press says: Macleod is at present a scene of interest. The streets are crowded with contractors, engineers and surveyors, railroad contractors, men waiting for construction. The hotels full of men waiting for construction. The hotels full of men waiting for construction.

—The life of a locomotive is not so long as is generally supposed. Investigations in this direction recently made in Germany show that the average life of a locomotive is about 50,000 miles. This does not include the time the locomotive is in the shop for repair and pulling a train. During the period a locomotive is in service a number of parts have to be renewed three times. For instance, the boiler and fire-box have to be renewed three times, the tires of the wheels five or six times, the driving axle boxes three or four times. After a half million miles of active service the average locomotive is no more fit for use than a worn-out horse.

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