The Weekly Post

LINDSAY, FRIDAY, NOV. 3rd, 1899

THE

Railway.

The general characteristics of the Trans Siberian Railroad may be described in a few words. It will be by far the longest railroad on earth. It is very much more solidly constructed, for the most part, than is generally supposed. The road-bed is perfectly firm, and the track is well ballasted. Though in certain of the sections far to the east great engineering difficulties have to be contended with, the gradients on the greater part of the route are remarkably easy.

Uniformity of gauge is the keynote of Russian railway engineers. Accordingly, in possessing a five-foot guage the Great Siberian is uniform with all the railroads throughout hie Russian Empire. Thus, the ample breadth of cars harmonizes with the luxury which astonishes the traveller who visits Russia for the first time, no matter in what region of the Empire he happens to be touring. The great height of the carriages, proport'onate" with the width, adds to the imposing aspect of the trains. It is necessary to Sear these considerations in mind, for the idea prevails throughout the world outside Russia that this colossal road is being carried through not only with great haste, but also on a flimsy and superficial system. The bridges are necessarily very numerous, for Siberia is a land of mighty rivers with countless tributaries. All the permanent bridges are fron. Those which were temporarily made of timber are being in every case reconstructed, and the Great Siberian will include some of the most magnificent bridges in the world.

The bridge over the Irtish is unriwalled. Being nearly four miles long, it is on that account phenomenal; but its stupendous piers, designed specially to resist the fearful pressure of the ice, would alone convince any sceptic of the determination of the Russian administration to spare none of the resources of the Empire in order to make this railway absolutely efficient, alike for mercantile and military purposes. The Trans-Siberian Railway is intended to create a new Siberia. It is already fulfilling that aim, as I shall show. The most potent of the civilizing factors of the twentieth century will in this enterprise be presented to , the world, and in a very iew years people will realize with astonishment

what this railway means. The Trans-Siberian nominally begins in Europe. It is inaugurated by the magnificent iron bridge which spans the Volga at Samara in East Russia. The Volga is here a giant river, and this noble bridge joins the European railway system with the new Asiatic But practically the Asian line commences in the heart of the Ural Mountains, if that long and broad chain of low and pretty hills ought to be dignified with the name of mountains. Here lies the little town of Cheliabinsk, which five years ago was the terminus of the European system.

The effect of this wonderful under-

taking will be the opening up of Siberia making it easy of access in any spot, and the development of its incalculable but splendid resources and capabilities. During my own wanderings in Russia I saw nothing which so much surprised me as that large section of the Pan-Russian Exhibition at Nijni-Novgorod which was devoted to the display of Siberian products, I found that few foreign visitors to Russia, who inspected that extraordinary exhibition were prepared for the revelation to which they were treated. All with whom I had any conversation seemed amazed at the evidences of the wealth of Siberia. Not only natural products, out also artificial commolities and manufactured articles of almost every class were shown in the grand Sioerian Halls at Nijni. So. great are the potentialities of Siperian development that the Russians are fully justified in the romantic expectations they cherish of the results of this enormous railway extension. Too many critics of Russia, otherwise accurate enough, leave out of, consideration the all-important fact that the is about to become, in a predominant sense, an Asiatic power.

her territories beyond the Ural. The facts to be taken into account, are, that Siberia is the greatest country in the world, so far as mere magnitude ritory is one vast repository of unde-Ukraine, will be occupying countless will dot the forests of the Siberian Tundra, the Steppes of South Central Siberia, and the lovely valleys between the mountain ranges that make the regions towards Kamtchatka one of the | Siberia during most of the months of coming playgrounds and hunting para- | the year.

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Expendition of the sent of the

dises of the near future. It is an interesting fact that Americans and Englishmen were the real authors of this splendid and romantic scheme for spanning the Asiatic contiment with a railway from west to east. Here and there in the Russian provinces I met Englishmen very successfully engaged in trade. These were almost invariably working on their own account, or for firms in their own countries which had commissioned them to go out. The time is almost was committed to some clever man from the universities, laboratories, ention of the Great Siberian Railway the Russian promoters are relying entirely on native engineers. Nevertheless, it for this development. The first is that is certain that the scheme would never the railway runs through South Sibehave been ventured on but for the impetus given to Muscovite enterprise by Anglo-Saxon brains. ria, where the climate is delightfully mild compared with the rigorous con-

formation of an Amur, Railway Com- latitude, taking. It took forty years to think out the ideas now being executed, and meanwhile another great system of Russo-Asiatic railways has been mainly completed. I refer to the will need peace, and she will seek to of the traveller, secure it on terms advantageous to to wage war with her, with the idea of making any impression on her impassive bureaucracy. Contingencies will arise which will seriously affect the international equilibrium, and many of these will be occasioned by dangerously out of the true reckoning. One of the chronic troubles of the

Russian government arises from the uneven distribution of the population. It happens that those are the most thickly inhab ted districts which are the least able to support a dense population. For instance, immense numbers of villages are scatttered through the vast forest regions of Central and Western Russia, where birch trees by millions, while the great wheat-growing plains of the west centre and southwest are but sparsely inhabited. Then again, the infatuation of the military obligarchy has been evidenced in the plan by which all the railways, except this new S berian line have been designed for purely military purposes. The Emperor Nicholas insisted on all the lines being developed without the slightest regard to the wants of the towns and the conveniences of commerce. Even the natural facilities for engineering operations were not allowed by that autocrat to be for a moment taken into consideration. His engineers were once consulting him as to the expediency of taking the line from St. Peterburg to Moscow, by a slight detour, to avoid very troublesome obstacles. The Tsar took up a ruler, and with his pencil drew a straight line from the old metropolis. Handing back the chart, he peremptorily said, "There, gentlemen, that is to be the route for the line! And certainly there is not a straighter reach of 600 miles on any railroad in the world, as every tourist knows who has journeyed between the two chief cities of the Russian Empire. Even the Siberian line will scarcely contain anything direct enough to compare with this, though the perfectly

straight sections are in some cases extraordinary. For instance, not very far beyond the Urals there is one magnificent stretch of perfectly straight road for 116 versts, or nearly The traveller who expects that on the great Siberian route he will speedily find himself plunged into semi-savagery, or that he will, on leaving Europe, begin to realize the solitude of a vast forlorn wilderness, will be agreeably disappointed. This great line is intended to carry forward in its progress all the comforts of modern civilization. Every station is picturesque and even artistic. No two stations are alike in style, and all are neat, substantial, comfortable and comparable to the best rural stations anywhere in Europe or America. In one respect Russian provision for travellers is always far in advance of that of other country will know at once that I refer to the railway restaurants. The Great Siberian follows the rule of excellence

and abundance. There, at every station, just as on the European side of the Urals, the traveller sees, on entering the handsome dining-room, the immense buffet loaded with freshlycooked Russian dishes, always hot and steaming, and of a variety not attempted in any other land excepting at great hotels. You select what fancy and appetite dictate, without any su-

To dine at a railway restaurant anywhere in the Russian Empire is one of the luxuries of travel. Your dinner costs only a rouble-about two shillings, and what a dinner you secure for the money! Soup, beef, sturgeon, trout, poultry, game, bear's flesh, and vegetables in profusion are supplied ad libitum, the visitor simply helping himself just as he pleases. mention these details to prove that the longest railway in the world is to push civilization with it as it goes.

Readers who will glance at the map of the new line will notice that the In a few years she will be able to track runs across the upper waters of supply all her essential needs from | the great rivers just about where they begin to be about easily navigable. This will enable the navigation of the Obi. Yeniseil and Lena to be taken advantage of for the extension of comis concerned; and that this huge ter- | merce throughout their entire length. | might well be based on very economical When all is finished there will not be | calculations. Contingencies have veloped resources, both mineral and ag- | in the world so splendid a system of | arisen, which involve enormous modifiricultural. Before the middle of the | communication by rail and river com- | cations, both in policy and in expendinext century, millions of the posterity | bined as in S'beria. It is fully under- | ture. of the poor "moujiks," the peasants | stood by English authorities that the now dwelling in the European districts | great valley of the Lena will become of the Don. Samara, Toula, and the one of the chief granaries oft he world, especially for the benefit of England. "mirs," or village communes, which | Captain Wiggins, by his famous voyage round the Arctic as far as the mouth of the Yenesei, by the Kara Gulf, has already demonstrated that we can for commercial purposes tap

All through the summer at any rate America and England will, by the Arctic passage and by these mighty rivers, communicate with the heart of Asia, the railway in the far interior completing the circle of commerce. Other results will follow. Siberia at present contains a population of four millions -less by more than a million than Tondon reckons within its borders. Millions of Russian peasantry in Europe are in a condition of chronic semi-starvation. Ere long thousands past when the Russian government of these will weekly steam to the new will engage a foreigner to direct pub- Canaan in the East! Within the borlic works. Only two generations ago ders of Siberia the whole of the United nearly every position of responsibility | States of America could be enclosed, with a great spare ring around for the accommodation of a collection of little gireering works, or counting-houses of | kingdoms. In the wake of the new Britain or America. For the construc- line towns are springing up like mushrooms. Many of these will become great cities. There are sevreal reasons

ditions of the atmosphere further

In 1857 an American named Collins | north The next reason is that all the came forward with a scheme for the chieff goldfields are in this southern

pany, to lay a line from Irkutsk to The Russian government is, of Chita. Although his plan was not offi- | course, in most matters of administracially adopted, it was carefully kept in | tion the narrowest and most exclusive | mind, and it actually forms the main | in the world; but in some directions we and central part of the present line. must give it credit for being liberal. An English engineer offered to lay For instance, it has thrown open the a tramway across Siberia after Mur- godlfields alike to native and foreign avieff had carried Russia to the Pacific | enterprise. There is absolutely no reby his brilliant annexation of the striction, except that all gold gathered mouths of the Amur. In 1858 three must be assayed at the government Englishmen offered to construct a offices, and that 10 per cent. of the net railway from Moscow through Nijni- proceeds must go to the Crown. I was Novgorod to Tartar Bay. Though all | was not a little astonished at the Nijni proposals by foreigners have been Novgorod Exhibit on te see the enorcourteously shelved, they have in | mous gilded pyramid representing the reality formed the basis of native en- mass of gold that has been taken from terprise. It is to the credit of Russia | Siberian mines. When these vast gold that she has determined to depend on | fields are rendered more accessible by the energy and the ability of her own | the completion of the railway, all the sons to carry out this colossal under- godl needed by Russia will be extracted from mines in her own territories. One characteristic worthy of note is

the absolute security aimed at by the administration of the line. Train and track are protected by an immense Trans-Caspian, by which a passenger army of guards. The road is divided can now travel continuously, with | into sections of a verst each, a verst every luxury, from St. Petersburg to being about two-thirds of a mile. Mery. This fact alone must convince | Every section is marked by a neat cotthe thoughtful observer that a revolu- tage, the home of the guard and his tion has commenced in many of the family. Night and day the guard or conditions of civilization hitherto re- one of his household must patrol the garded as perfectly stable. A great | section. A train is never out of sight disturbance of things is at hand, as the of the guards, several of whom are emnations of Europe are about to realize | ployed wherever there are heavy Great awakenings await our states- curves, There are nearly 4,000 of men and our merchants. Splendid these guards on the stretch between possibilities are at hand for those who | the Urals and Tomsk. All sense of may know how to use them. Russia | solitude is thus removed from the mind

The old post roat through Siberia herself. Why should she not? But | is one of the most dangerous routes it will ere long be more difficult than | in the world, being infested by murever for even the most powerful foes | derous "brodyags" or runaway con-, victs; but the Siberian line is as safe as Cheapside or Oxford Street. With the fact of perfect safety is soon blended in the mind of the observer that of plenty. All along this wonderful route grass is seen growing in rank the completion of the Siberian Rail- | luxuriance that can hardly be equaliway. Any who think that this enter- | ed in any other part of the globe, Siprise will constitute no very import- beria being emphatically a grassant factor in the world's progress are growing country. It is the original home of the whole graminiferous stock. Wheat is the largest grazing region in existence. Through this the train rolls on hour after boar, as in European Russia it goes on and on through nterminable birch forests, Countless herds of animals in superb condition are everywhere seen roaming over these magnificent flowering Steppes, over which the Muscovite Eagle proud-

Parts of the great rallway, however, traverse regions other than these. To make the reader understand the general characteristics of S beria, and the importance of the railway in the light of these characteristics, a few words must be said about the three great zones which make up the country. The first is the Tundra, the vast region which stretches through the northern sub-arctic latitudes. This desolate belt is not less than 5,000 miles in extent. In breadth it varies from 200 to 300 miels. In winter the Tundra is, of course, one vast frozen sheet. In the brief summer it is swampy, steaming and swarming with mosquitoes. Treeless and sterile, the Tundra' is the home of strange, uncouth' tribes, but it is a valuable training ground for hardy hunters. To the minds of most people the Tundra is Siberia. This mischievous fallacy is difficult to dispel. In a few years the Siberian railway will have completely diss pated it. Much more valuable is the far wider zone called the Taiga, the most wonderful belt of forest on the surface of the earth. I can testify to the profound impression of mingled mystery and delight produced on the mind by riding a thousand miles through Russia forest as they still exist in European Russia, where myriads of square miles in the north and centre of the land are covered by birch, spruce, larch, pine and oak plantations. Where do these forests begin and where do they have an end? That is the traveller's thought. He finds that they thicken and broaden and deeper as they sweep into their majestic gloom across the Urals, and make up for thousands of miles the grand Siberian aboreal belt. In this Taiga the Tsar possesses wealth beyond all computation; and the railway will put it actually at his disposal. The third zone, the most valuable of all, is that which mainly constitutes Southern Siberia. It is the region of the Steppes. that endless natural garden which again makes Siberia an incomparable land. Sheeted with flowers, variegated by woodlands, it holds in its lap ranges of mountains, all running with fairly uniform trend from north mantic and mysterious Bailal, the

deepest of lakes. Through the spurs of the Taiga, running irregularly through the lovely Steppes, passes the new railroad, which thus taps the chief resources of the land. It will open up the forests, the arable country land the cattle-breeding districts, and aove all, the mineral deposits. Here is a fine coming opportunity for the capitalists of the world. Various speculations have been made concerning the probable cost of the Siberian line. The official estimate at the beginning was 400,000,000 roubles. or about £40,000,000. But in such a colossal undertaking the ultimate actual expenditure must far exceed all

anticip tion and all initial intention. It is not likely that the two termini can be reached without a total outlay of £80,000,000. It must be remembered that for an immense distance in the far eastern section the line branches into two. The original scheme, is totally aftered. The proper Siberian portion has been diverted, and a Manchurian branch is to be added. How this has come about, and what profound issues depend on the alteration and ramification, we are about to rote. But it must be remembered that, as the land belongs entirely to the goverrment, and therefore costs absolutely nothing, the original estimates

To be Continued.

In the States A little miss, A little kiss, Al little bliss, wedding-that is splendid; A little jaw, A little law, Back home to ma, And lo, the trouble's ended.

Keep Your Trust. "He told me once

The saddest thing that can befall a when it loses faith in God and wo-For he had lost them both.-Lost I

these gems-Though the world's throne stood empty in my path, would go wandering back into my Searching for them with tears."

For Infants and Children.

So many persons have hair stubborn and dull. It won'

the reason? Hair needs help just as anything else does at times. The roots require feeding. When hair stons growing it

its lus-

acts almost instantly on such hair. It awakens new life in the hair bulbs. The effect is astonishing. Your hair grows, becomes thicker, and all dandruff is removed.

And the original color of early life is restored to faded or gray hair. This is always the case.

\$1.00 a bottle. All druggists. "I have used Ayer's Hair Vigor, good it has done in keeping my hair from coming out, It is the best tonic I have tried, and I shall continue to recommend it to my friends," MATTIE HOLT,

Sept. 24, 1808, Burlington, N. C. If you do not obtain all the benefits you expected from the use of the Hair Tigor, write the Doctor about it.

DR. J. C. AYER, Lowell, Mass.

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LINDSAY ELECTRIC LIGHT CO's ENTERPRISE

Work Is Well Advanced - A Scheme of Considerable magnitude - Large Amount of Capital Invested Power Will Be Transmitted in

A representative of The Post, while at Fenelon Falls the other day, visited the Lindsay Light & Power Company's works, and was very much surprised at the rapid advancement and

magnitude of the undertaking. As our readers are aware, the company purchased-some little time since -the water privilege, large saw mill, offices and other buildings, belonging to the Smith estate. On examination it was found necessary to construct a new dam and put in new flumes and water wheels in order to get the entire advantage of the full head of water: Messrs. Wm. Needler and T. Sadler, two members of the company, undertook the personal supervision of the work, and have spared neither money nor care in making it a permanent and thorough job, which when completed will be one of the finest water power plants in the province. The old wooden side dam used by Smith and the Howry's, has been replaced by a wing dam of solid rock and concrete firmly secured to the bottom rock. The wall is eight feet thick at base, tapering to four feet at the top, while at the corner it is 14 feet in thickness. It's length is 144 leading, for we know the sixty-yeareet, and it is as tight as a bottle. From the dam the water is conducted to the wheel pits by two 11-foot steel tubes 36 feet long. Twelve feet of solid rock had to be blasted out in order that the wheels might be placed so as to give them every advantage in getting ahead of water, and draught tubes will extend down into the water which will excite a suction and assist

in that way. A four foot separate steel tube will furnish water for a separate wheel which will drive the "exciter." There is also an eight foot tube which can be used to develope separate power for the village of Fenelon Falls, should it be required. The water-wheels used are of the most modern design, and are known as the Sympson Lafell, manufactured by the William Hamilton Manufacturing Co., of Peterboro.

There will be two wheels to each

large tube, each of which is expected to develop 375 horse power, and together the two large tubes will develop 1,400 horse power at the plant. The power house is situated on a level with the water wheels, and the dynamos attached directly with the shafts. thereby getting every ounce of power. The floor of the power house is made of solid concrete many feet thick, thereby overcoming any possible vi-bration. The size of the building is 61x41 feet, two storeys high; the upper storey will used for transformers. the greater part of the saw mill, will

there may be less danger of fire. The company are employing a large staff of men, and are pushing the work with every expedition and present indications are such that the people of Lindsay may expect to see power developed at Fenelon Falls used for lighting our streets about the 1st of December next. The pole line is more than half built and ten days will see it completed. The dynamos and water wheels are now ready for installa-

have to be forn down, in order that

It is most gratifying to know, that Lindsay possesses citizens with the requisite energy and capital to undertake such a large and useful enterprise, which will add very materially to the many inducements the town can offer to manufacturers.

Cement Walks.

Port Hope Guide: While in Lindsay recently we noticed that a great amount of cement walk had been laid upon the principal streets, and the work was being actively pushed forward. Peterboro has also laid a considerable amount of cement walk and the work is being done by the corporation men. If these back towns, where lumber is supposed to be cheaper than at Port Hope, find it more profitable than wood walks, our town should also. Our street men surely under-stand the work sufficiently to do it without outside help and the sooner this permanent work replaces the wood, wherever possible, the better

OF INTEREST TO HUNTERS Instructions How to Cut off and Pre serve a Deer's Head. A Peterboro taxidermist gives the following timely hints to hunters

about to leave for the woods, and who

may wish to preserve trophies of the

A long neck looks best when the head is mounted; therefore, cut the full length of neck from the brisket in front around the neck to top of shoulder at the back. You can split the skin up the back to the top of the head, be sure not to split it up the front for it makes a seam, and, although it can be sewn up, it is better prevented than cured : rub on lots of salt. If this is not done and the flesh sides are put together it will swell and cause the hair to come off. If you cannot get in for a month; and there is no frost you had better take the skin off entirely. To do this cut from the top of the head across to each horn, skin down to the ears, cut them off close to the head, be careful around the eyes, leave the bare part on the lips when cutting them from head, skin around nose and off she goes; rub on lots of salt.

What about birds? Hang them up by the beak, put; salt down their throats and in their mouths; if you hang them up by the feet the blood and moisture will run down into their head and cause the feathers to come off around the beak and face. If you can not send in and there is no frost you can take off the skin, by cutting from top to breastbone down to the legs, cut these through, cut off at the root of the tail, break the wing bones close to the shoulder, skin on down the neck to the head, with a little care you can pass the skin over the head, dig out the eyes, rub on salt, return skull into skin, fill neek and body closely with dry grass.

Between Two Fires

Aunt Clara-Why, Nellie, what's the matter? You look worried. Nellie - Oh, auntie, I don't know what to do. Jack says he will take to drink if I don't marry h m, and Tom says he'll stop drinking if I become his wife. - Town Topics.

How to socure WESTMIN-TER, the representative paper of the great Presbyterian Church in Cavada and an ideal home paper, in conjunction with the Post is told in a special advertisement in this week'sissue. Two valuable books are included in the combine.

The Principle of Premium Giving. A premium, to produce the desired

effect, must be better in reality than the advertisement leads the readers to expect. When this is the case it fenlarges, very materially, the confidence between the publisher and his reader. If it is not all it suggests it has missed its mark, and the publisher in proportion will have depreciated the public sentiment and esteem. A premium is nothing if it is not square. Now we know that our offer will stand the closest scrutiny.

THE WESTMINSTER-We are safe in saying this is the strongest paper of its class. Its columns are not devoted to doctrinal arguments but to matters of interest to all. It is issued weekly -the first copy of each month, a magazine number.

FARMING-This is a weekly publication, devoted entirely to the interests of farming. During the past year its readers have numbered over ten thousand. It reaches every member of the Live Stock Association in Canada; the officers and directors of every Farmers' Institute in Ontario, representing sixteen thousand progressive and aggressive farmers. Its' space is always crowded, there is no room for chaff, nothing but pure wheat. It is as much appreciated by the mother and daughter, as by the

father and son. LIFE OF CHRIST - We know that this work will surpass in fascinating interest and information, the expectation of our readers. The type is c'ean and clear, and printed on thick, smooth, cream tinted paper. The work is beautifully and aptly illustrated in half tone cuts. You may, from the title, think the "Life of Chirst" is gotten up in style suitable only to the young. This would be misbe as interested as the ten-

The Ideal Cook Book-This is bound in one volume-over three hundred pages. Its one thousand receipts, each prefaced with a list of ingredients, which for handiness for the cook is unsurpassed, are inexpensive and practical. Its special department, premptly forwarded "The Doctor" is a money saver.

What is

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Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant, Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhœa and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea-The Mother's Friend.

Castoria.

of its good effect upon their children."

DR. G. C. OSGOOD, Lowell, Mass.

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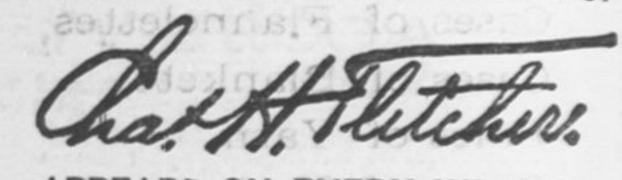
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.. WEDDING GIFTS..

We also received quite recently a package of Fancy China very suitable for wedding gifts. It includes such lines as

Salad Bowls, Berry Setts, Bread and Butter Plates, Gream and Sugar Setts, Pudding Setts, Cops and Saucers, etc.

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