SUIT 5

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An Interesting Map of the System, the Completion of which wi Mean Much to the Entire Midland District and the Country at Large - Explanatory Letter by Mr. J. A. Culverwell, of Peterboro, Manager of the Central Ontario Power Company.

(To the Editor of The Post.) Sir,-The Trent Valley Canal "made in Canada ' or to be mor : correct, "ing made in Canada, -will imer have a stretch of 160 ened out of a total length re's short route grain-cararway and will be a link . destined to be a great transportation highu the Canadian Northin's 'granuy" -- and the accompanying map writar) which includes ormation, should prove inded man its atility ity of its completion, : superiority over the

ie Canal routes. lley Canal is not a

wharves-rich in agriculture in the southern and middle portions, and teening with manufacturing hardwoods and minerals in its north-eastern district. Even in its unfinished state it has been the cause of vay of less than 200 miles. developing great industries in the district-notably so at Peterboro, where three of the largest factoriss of their kind in Canada have been recently erected, and also at Lindsay, where great manufacturing developments are taking place. fact a member of the Rothschild bonking house of England, when visiting this district some years ago, stated that it was destined to be one of the great manufacturing centres of America on account of its water powers and canal.

> Millions for Barge Cantl. The transhipment question has been proven to be meinly a bugben; in the public mind, and should not be allowed to prejudice the construction of a barge waterway. Mayor and rivers joined T. W. Symons, of New York State, canals, and in who has no doubt given more at-, by a lock itself, tention to canal improvement than will connect Geor- anyone in America, has shown in with those of Lake his reports regarding the new Eric ert Hope or Tren- cenal construction that this is so. ong detour around | The enlarged Eric canal with the additional expenditure of over one vay will also hundred million dollars, which money was recently voted by a large majority of the people of New York

State, will be a barge waterway,

shipment at Buffalo and again at

which will of course necessitate tran-

pense of operation is a great deal Some forty million dollars have been expended in enlarging the Welland and St. Lawrence Canal systems from a depth of nine feet to

fourteen feet, and giving locks 270 feet long by 45 feet wide, in place forward in despening its channel was too late to properly profit by it. In fact by the time the whole system of enlargement was completed it was years behing time to suit the purposes for which it was enluged. To give an adequate navigation for this system at least a nineteen foot channel would be required, as well as the locks being enlarged, and this would make the cost simply prohibitive for the present at least.

Natura's Short Route.

le it not about time that Nature's short routs, that is, the Trent Valley Canal,-a barge route,-were given an opportunity, particularly when so small a sum is required to complete the construction as five million do's lars, or rather less, and which will, besides, open up such an immense extent of inland navigation. It will surprise Canadians to know that the great additional expenditure of one hundred addion dollers will and give the Eric Canal a thousand tou barge capacity, whereas with only an edutional expenditure of a same within five million dollars the Trant Valley Canal will have an eight huydred ton barge capacity. The Trent locks are unusually

miles of its New York. It is a well known fact large, its minimum locks being lets, if judiciously expended, and thus

the upper lakes, having a draft of depth of six feet on the sills, but fourteen feet and carrying sixty-five all the works at present constructby additional layers of stop-logs beof a few shoats, as reported by the Canal Engineering deportment. The great hydraulic double lift-lock at Peterboro, new completed will give a draft of sight feet, as also the hydraulic lift-lock near Lake Simose, tion of the canal. Chicago, Buffalo, Speaking of these hydraulic lift- come out and boldly stated that it locks, it is well to state there will will damage the American lake and be sliggether five on the Trent Canal, and the time saved by these liftlocks will be about six hours over layed. The answer has been given; the ordinary system of locking as exists in other canals on this continont. To realize the great capacity of the Trent Capal, fancy seeing two great barges - cach loaded with twenty-five thousand bushels of wheat-being raised and lowered simultaneously sixty-five feet, will be done at Peterboro with the double hydraulic lift-lock, which, by the way, is the greatest in the world. There are others in England, Belgium and Germany, but none as

great as the Peterboro lock. It will also surprise the public to know that the Trent Valley Canal route is 250 miles shorter than the Willand route between the "So" and Montreal, and will save one day's time, or two days on the round trip. The Trent route is also 730 miles shorter between the Sault and Livarpool than the Eric route, being; nearly 1500 miles on the round trip.

A Champion Wanted. The total cost of the Trent Valley Canal, as per government estimates, will be some eight million dollars, of which about four million is already expended on the inside-the larger section. It is figural that the other four millions will open up the Lake Ontario and Georgian Bay out-

complete this national and colonisation waterway.

The Imperial Covernment in 1832, recognizing its value, voted part of the mobey requisite and started the work, but the funds were diverted for suppressing the McKenzie rebe!-A Dominion Government ap-

taking evidence at ports on the Great Lokes and scaboard, recommended its which is now nearly completed. and boston papers have recently rail shipping business, and people ask "Because it has been made a politibeen given: "Because continual attempts are being made to make it a milch-cow by professed friends of the canal.' In fact, like the proverbial dog, it has gotten a bad name -but this, however, does not dis-

prove its utility. When will the Trent Valley Canal have again a real advocate in Parliament? Certainly no member in the district can claim that distinction at present. Election promises are given, but little action taken in pressing the claims of this great waterway before Parliament.

Sir Thomas Shougnessey, of the Canadian Pacific Railway, stated the other day, 'The quastion of transportation east of Fort William canrol be discurs d without taking into concideration our waters. Slow and cumb rsome as it is, yet it is the thespost." Sir William Van Horns has also stated, "The grain-hopper is full but the spout is small."

The Trent Valley Canal should be completed without any further de lays. There is no good reason, at least, why the Lake Ontario outlet should not be completed, whether it be by Port Hope or Trenton.

J. ALEX. CULVERWELL. Petorboro, Jan. 21st, 1904.

- IRENT THE HATER-NATURE'S SHORT-ROUTE-GRAIN-CARRYING WATERWAY: WILL OPEN UP LOOD MILES (By J. Alext. Culverwell.) but 8 ft. 18 The Course Record, commanting on the Author's letters, re Trent Canol, stateds—" Its effect on the rail of lake business of American carriers is very likely to be of the more importance than that brought about by the recent abotition of Canal tolls thro' the Welland of other Canadian Canal routes, altho' the depth of water that will be available by the route now meaning completion will be only & feet." TRENT CANAL LOCK MELLE WIENER ROUTES BRIE GANAL, LOCK 1,110 ft x /18 (t// TRENT CANAL BARGE DRAWING & PEET CAPACITY :- 25,000 BUSHELS. (PER ESTIMATE OF ENGINEER IN-COURSE) **\$2,000,000.** JUDICIOUSLY SPENT WHY COMPLETE OUTLET PUBLIABRA BY THE CANADIA MANUPACTUR TO LAKE ONTARIO TORONTO. WITHOUT WHICH THE LAKE ONTAR GREAT WORK DONE VALUE! NIRGARA FALLS. large; but the bouts are small! 730 MILES LONGER TO LIVERPOOL THAN TRENT ROUTE & Sie We Mar Hara The Trent Valley Canal will connect the Upper Lakes at Midland - Georgian Boy-where the great ocean-like steamers, after having carried the grain across those inland sees from Britain's Granary in the Canadian North-West, will discharge it into Trent Canal barges, fofter passing thro the Trent water thay will taker Londario at its Eastern and, of from Thence proceed by may of Klawrence Canals to Montreal, where the Barges will discharge direct mis the Ocean-carriers for burghe - having been houled, several in consort, by Steam-Two, from Gorgien Bay

through the tipple. 20 feet %. the landing stage, and the three ave. In the tipple were hurled to the ground. A mule was thrown high shove the shaft and fell dead on the The injured men in the tipple were brought at once to this city, where

Henry Mayhew, a check weighman, Geo. Wolton, a tipple man, The rumble of the explosion and the crash at the pit mouth startled the little village and the wives and children of the men below rushed to the scene of the disaster, but found little encouragement There was no way to get into the deep workings. The cages that let the men into the mines and brought them out again when the day's work was done were demolished. All day long there was a jam of waiting women and children about the mouth of

the pit. Rescue Began in Afternoon There were calls for assistance and for surgical aid from the men in charge of the mine, but it was not until 4 o'clock in the afternoon that the first attempt at rescue was made. This was a failure, as the two men ,who volunteered to go down were

driven back by the foul air. Shortly after 5 o'clock Selwyn Taylor, a mine expert, and one of his assistants, signalled for the engiheer to lower them into the shaft. Taylor is still down there and alive. Three times efforts have been made to reach him, but so far without avail.

F. W. Cunningham, the mine inspector of the 14th district, reached Harwick last night. He said: "The mine where the explosion took place was inspected, I think, about the first of December. There was some gas in there then, but I never considered the mine dangerous.'

H. F. Hutchinson, who gave ou the lamps to the miners before they went to work in the pit yesterday morning, said: "At 7.10 o'clock 1 had given out between 180 and 190

There is a light in every cottage in the little hamlet above the pit mouth. There was still a crowd about the mouth of the pit late last night, but it will prohably be hours before the full extent of the catastrophe is known. Municipalization Grows.

Montreal, Jan. 26.-A step towards municipal ownership has been taken in Sherbrooke where the shareholders of the Heat, Light and Powor Company voted to accept city's offer of \$200,000 for the electric plant, if the city will also take over the gas works on terms matisfactory to the directors.

Impaired Digestion May not be all that is meant by dyspepsia

now, but it will be if neglected. The uneasiness after eating, fits of nervous headache, sourness of the stomach, and disagreeable belching may not be very bad now, but they will be if the stomach is suffered to grow weaker.

that the tendency to it should be given 'ion as it could have been blocked. early attention. This is completely overcome by

BEGAN ON NEW REVENUE CUTTER. Will Be 176 Feet Long and of 18-Knets

Toronto, Jan. 26.-The work of

Capacity.

constructing the new Dominion revenue cutter that is to take the place of the Petrel on the upper lakes, has just been started by the F. B. Polson Company, and from her dimensions and the provisions of the contract, will be quite capable of performing the duties demanded of her. Speed, as well as stoutness of build -the chief factors for a boat of this kind-will be the principal characteristics of the new vessel. She will be 176 feet long at the load water line, and will be capable of steaming along at the rate of 18 miles an hour. Two sets of triple expansion engines will be installed, with an electrical dynamo to supply light for the sixty lamps she will have. She will be flush decked and schooner

Cause of Clallam Disaster.

Victoria, B. C., Jan. 26.-Chief Engineer Scott A. Delaunay of the lost steamer Clallam gave evidence before the coroner's inquest that the disaster to the steamer, which involved such loss of life, was due to the broken dead-light, which had been broken at least three months. Had the rudder been in good condition Captain Roberts would have been able to get the steamer around to the wind, and the broken dead-Dyspepsia is such a miserable disease light then brought into such a posi-

New See in Alaska.

New York, Jan. 25 .- The Synod of Hood's Sarsaparilla the Russian Church in America will which strengthens the whole digestly e system create a new see in Alaska.

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When in need of anything in the line of commercial stationery, visiting cards, etc., leave your order at The Past job department, Workmanship unexcelled.

Narrow Escape.

The following from Friday's Port Hope Guide will interest some of our citizons; Dr. R. A. Corbett had very narrow escape from death this morning. His duties called him to the Lake Shore Road, and when near the level crossing, which has proved such a danger to many, he heard a train whistle and locking about saw the smoke of an engine. By this ime he was nearly on the crossing could see nothing of the ape prosching train. However ha pulled his horse up and at the same iinstant the train flew past at a rate of about 50 miles an hour. Had the doctor attempted to go across there is nothing surer than he would have been killed.

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Cow Carried a Tool Chest.

Samuel Boyd, a Bedega, Cal. butther, killed a cow recently, and while propering the animal for market found that its stomach was a veritable tool chest. Here is a list of what he found; A metal collar button, a South American three cent piece, a piece of wire, tenpenny nail, two eightponny nuls, sixponny null, one fourponny nail, carpet tack, hop nails, screw eys, metai button, steel heel top, two land scals, four small rocks, a hoop staple and three other nails of various sizes.

Railway Notes.

-Bancroft Times: The survey party for the C. O. R. extension to Whitney met with good success on their third trial line, the most easterly route. The work of locating was began at Bancroft this week. -The Railway Gazette estimates that the nexat transpontinental railroad will require, at the outset, 10,-000,000 ties which, at present rates, would cost \$3,000,000. There's pretty contract for someone -- after the rai'road question is straightened

-Twenty thousand railway clarks in United States, Canada and Mexico are members of the new association formed by combining the National Railway Clerks' Association and the Order of Railway Clerks of America. The new order will probably be called the National Order of Railway Clorks of America. It will in no way have any connection with the American Federation of Labor. The first national convention will be held at St. Louis on the third Mone day in June.

Sporting Notes

-Sailor Boy, the horse owned by Mr. George Powell, of Orillia, won the 2.20 race at Belleville. speeds driver, will compete in the

races at Ottawa, which op and Sate unday and will continue all this week. -The enlarging of the track at the Fair grounds to a half-mile, the regulation size, will no doubt be an inducement for local sports to pro-Lindsay next winter. We know of no town in this district that can draw a larger crowd to see good horse braces than Lindsay, and with a firstclass half-mile - track a successful

BIRTHS

meet should be held here next - win-

SHARPE .- In Toronto, Jan. 16th, to Mr. and Mrs. Goo. L. Sharpe, a son. BEST .- At Belleville, on Saturday, Jan. 9th. 1904, to Mr. and Mrs. W. E. Bost, a son.

MARRIAGES DISSFTTE-KERR.-At 191 Kentst., Jan. 12th, by the Rev. Jas. Wallace, M.A., B.D., Daniel Dissette, of Beaverton, to Annie Kerr, of Bal-

MICHIE-SYLVESTER .- O. Saturday, January 16th, at St. Barthclomow's church, New York, by the Rev. D. H. Greer, rector, Mibel

Obituary

Mr. J. T. Petty, jeweller, received the sad news on Saturday, informing him of the death of his brother, -Bob Roy, Mr. W. H. Simpson's Walter Petty, which event occurred in the vicinity of Mount Pleasant, Manvars, that day, after a lengthy | BEST-OF TOBACCO AND CICARS illness of several months duration. The deceased was the oldest member of a large family, being over 70 years of age. He leaves a wife and a family of five children to mourn his vide a couple of days' racing in loss. The funeral took place yesterday, the remains being interred in the Presbyterian cemetery at Mount Pleasant. The relatives will have the sympathy of the entire community in their bereavement.

A Bright Future for Labor.

In the course of a recent interview President Gompers said . "I think the time will come when the working day will be less than eight hours. My idea is that the working day will | the law as laid down in the Liquor License continually grow shorter, while the Act. The address of the sender will be wages will continually go up. want to-morrow to be always better than to-day. Labor conditions Lindsay .- dw. are far botter now than they were three or four decades ago, and in the future they will be just as much better in proportion. By combinations of capital, by new inventions and a better in proportion. By combinations shall, age by age, and year by year, reduce the amount of Richard Sylvester, sau., Lindsay, mum. That is what we want, the the Conservatory of Music, Tor-G. Sylvester, eldest daughter of manual labor required to the mini-Ontario, Canada, to Mr. Edwin least work and the most pay, a mini- onto, will receive violin pupils of Rickards, Michia, third son of the mum of work and a maximum of late J. H. Shaplan, Michie, York- wages, giving us the 'cisare to de- Saturdays. For terms apply at shire, England, late H. B. M. Royal velop and cultivate our better na- 57 Cambridge-st. l-lutes."

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