Hardware Graniteware Tinware ! Window Glass Mixed Paints Clothes Wringers Washing Machines Step Ladders

Coal Oil

Elbows Stove Boards Stove Blacking Pipe Varnish Stove Repairs Stove Mica Evetrough Conductor Pipe Pumps Machine Oils Sinks Scoop Shovels Iron Pipe and Manure Forks Fittings Brass Fittings

Curry Combs

Call and see our Store Display.

TINSMITHING AND PLUMBING We Lead in these Lines.

### 112 Kent-st., Lindsay.

#### The Weekly Post.

LINDSAY, FRIDAY, SEPTEMBER 26

THE GAS CO'S CONTRACT.

The extension of time granted to the Lindsoy Gus Co. by Council, in which to complete the town system, will expire on Oct. 1st Candidly, we sympathize not a little with the large number of citizens who are grambling because of the company's dilatoriness in carrying out their agreement, but President Burgess claims to have a good and sufficient excuse in the plea that the American firm to which had been awardid the econtract for the improved lamp heads, globes and reflectors, had been unable to deliver the goods sconer on account of strikes and other drawbacks, We were to-day shown letters by Manager Graham which seem to bear out President Burgess' claims, and convey the information that thirty of the modern lamps honds and fittings would be shipped to Lindsay on the 26th inst. -Friday next. It should not be difs light for the Council, through their Solicitor, to arrive at the truth of the representations made. It that company has acted in good faith, and is in no wise responsible for the delay, then the penalty ought not to be enforced, and a further short extension of time might fairly be granted; if the contrary proves the case, then stern measures should be adopted in the interest of our long of lering citizens. As to the quality of the light lat

present given, we agree with our cotem., the Watchman-Warder, that it is unsatisfactory, and will have to be vastly improved. President Burgees claims that the present lamps are only a make-shift, and that the new ones will effect a vast improvement. This statement will be verified or disproved a few days hence. In any event the Council must secure the opinion of a capable expert that the lights are of 150 and 1500 candle power before ace cepting the system.

#### EDITORIAL NOTES,

Launda exported last year nearly 200 millions of farm produce. How is Canada to provide a manufactur. ing population at home to consume that quantity of stuff? How is Carndn to avoid receiving imports in exchange for that produce?

Lord Masham has expressed horror that ten mission acres of western Engelo has been acquired by Ameri cans, Perlaps he loses sight of the fact that rustond of this land becoming American, the wealth invest ed in it becomes Canadian and it all remains entirely under Canadian central and British iaw and

and the last of th An example of the superficial work that has greatly weakened morat and raligious causes in this and other an countries is contained in a letter of Rev. W. B. Tucker, of Orono, Ont., to the Montreal Witness;

"It might be of interest for me to state that on Sunday last in three congregations I asked all those who had fully decided to take a firm stand on the Lord's side throughout stand up-about four rundred in all. I thought it a good thing to get as many as possible committed right from the start. A good showing may be expected here on the referandum."

Leaving aside for a moment the for fant one would go out. When Carruthers and his gallant band at Hart's extremely doubtful assumption that I swnng the lights first the age River. Three weeks ago he secured a all prohibitionists are on the Lord's side, and those who vote against protrain could not have recognized the hibition are not, we may record our signal, although I could hear the conviction that such methods of rallying support for any cause are not only useless, but are directly harmtrain could not have been stopped 11 I had been 500 yards out because ful, and must be abandoned for more all the cars were not fully equipped Intelligent lines or action if the with air-brakee; if fully equipped bulpit and the church is to regard and up to the standard required I the influence it wielded in the body think it could have been stopped. politic twenty years ago. At this point there was a sippery

## down grade, which would make it

much more difficult to stop immedi-

one cars of my train were fitted

with air brakes. After the second

wards my train, as I knew the pitch.

in was inevitable. The two engines

must have gone into the rear end of

my train with great force, and when

I got back everything was quiet. It

was all over-the worst had hap-

pened,-and as a result twelve box

cars were piled all in a heap and

the two engines lay in the ditch, alli smashed up. Three cars and a

van were wrecked on my train, and

nine cars on the other train. From

the time of the collision till I got

back a minute or two had elapsed.

I saw Engineer Dolby after arriv-

ing at the wreck, and after he had

told me he and his fireman had jump-

other men. Fireman Falconer was

located, and after some pieces of

timber and iron had been removed

half an hour after the wreck He

was afive then. We laid him on a

beard while one of the men, went

to Conductor Hodgson's van for a

cubbion to fay him on, but he ex-

pired shortly after. He was sens-

was injuries received in the collision.

passed Lorneville, and from that,

point considerable time was lost ow-

this a fog was encountered A man

putting them on. After the train

passed me I fancy the first engin-

per applied his brakes, because I

saw fire flying from the wheels.

left Lorneville at 11.55; I under-

stand Conductor Hodgson's train foft

at 12.15, so the two truins must

have been twenty minutes apart at

with the train register. There are

more knuckles broken with double-

headers than on single trains, caus-

always make a report of the coupi-

ers broken. According to rule 216

a conductor should protect the rear

end of his train in case of accidents.

the leading engine of Conductor

Hodgson's train, and who saved his

life by jumping, gave important evi-

dence corroborating Conductor Fo-

ley's statements (The other with

nesses examined were Messrs, Geo.

Thay'ar, E. Earhart, Wm. Parker,

J. J. Ashwell, Wm. Hodgson and

Thos. Gage, members of the crews

of Foley's and Hodgson's trains.

Their evidence also coincided with

Verdict of the Jury.

Following is the full text of the ver-

We, the jury impapmelled to eas

quire into the theath of James D.

Swanton and William Falconer on

the morning of Sept. 21st, in the

neighborhood of Grass Hill, on the

Midland Division of the Grand Trupk

We also find that while the come

dict returned by the coroner's jury

Cuesday at 9.15 p. m., after be

ing out over half-an-hour.

the statements made by Foley.

Engineer Wm. Dolby, who was on

that point. I have no fault to find

To Mr. Steers, who appeared on

od we commenced fooking for the

WAS ADJOURNED.

Grand Trunk Co. Wished to be Represented by Council.

An inquest was held Monday afternoon in the Council Chambers, commencing at 4 o'clock, to enquire into the death of J. D. Swanton and Wm. Falconer, the engineer and fireman who were killed in the collision Stove Pipes and which occurred on the G.T.R., nine miles west of Lindsay, early Sunday morning. Dr. Burrows, coroner, presided.

The following citizens were sworn in as Jurymen: Messrs. T. McConnell, M. Carter, Jos. Biggs, A, McIntyre, Jas. A. Gillogly, Wm. Fee, Wm. Channou, Peter he was taken out; this was about Forbert, A. D. Mallow, Peter Pilkie, F. K. Begbie, George Craudell, Geo. Lytle, McClory, Jas. Storer, Robt. Chambers (toreman), Isasc Finley, Wm. Jackson and M. Thorndyke. Mr. A. P. Devlin, County Crown Attorney, appeared on behalf of the

Dr. Simpson, sworn, said: I am a G.T.R. surgeon, and was notified Sunday morning by the G.T.R call boy that my services were required. A serious railway wreck having occurred west of Cambray. I went out on the auxiliary train with some others shortly alter, and there saw the dead body of Falconer. I did not see Swanton, as he should go back to flag about 15 point was still in the wreck ; the body of Falconer had been taken out, I understand, before I the rules. I think I made at little got there. The real cause of death was a mistake in not going back immedishock, the result of the accident. There ately instead of going up to ascerwas a severe wound on Falconer's scalp and lain the trouble with my own train.

also one on the left side of the head behind it must have taken a minute to light my lantern. We always have the lower part of the body was exposed but a fog signal under danger lamps, but not disembowelled, as had been stated by in this case it would be losing time some parties. The left leg and thigh were scalded, fractured, and very much bruised. These wounds would be caused by being thrown against some timb rs. I understand Falconer spoke after being taken out, but died a few minutes later. This was before I got there. We searched for Swanton but failed to find him. I am sure the direct cause of death was the wounds received in that accident. I was acquainted with Swanton and knew him to be in good health previous to this socident. The inquest was then adjourned until 1 | od chiefly by the severe joiting. We

#### CONDUCTOR FOLEY'S EVIDENCE AT THE INQUEST.

o'clock Tuesday.

The Introduction of the Block System Recommended by the Jury.

The inquest summoned to enquire into the deaths of Engineer Swanton and Fireman Falconer, which was adjourned from Monday, was resumed Tuesday at one o'clock in the Council chamber.

Mr. Les . Foley, sworn, said, "I am a freight conductor and was in charge of a double-header running from Midland to Lindsay on Sept. 20. My train was an extra, and not being a ragular freight it went by no number. Regular freight or passenger trains are numbered. For instance, the regular passenger train prriving at Lipdsay at 9 a.m. is al-

ways known as No. 21. Every con-

ductor is surplied with time-tables,

called working time-tables. These Railway, find: give the exact time of regular, freight and passenger trains. Spe-That the deceased came to their cials are supposed to be run between deaths by misadventure caused by the time of the regular trains, unless the breaking of a coupling (or a special order is given by the deknuckle) on Conductor Foley's train, spatcher. The engines on my train were numbered 118 and 319. We stopping the same and allowing the pulled out of Midland at 3.45 Saturfollowing train, in charge of Conday afternoon, arriving at a point ductor Hodgson to collide therewith. about one and a half miles west of Lornaville at 10 o'clock that night. We stopped there owing to a bad pany's rules governing similar ocrail a grade and a heavy train; the rences were not closely adhered to, train was divided, and after some still, the evidence shows that this delay we arrived at Lorneville at accident could in no way have been 10.15. Another train ahead of my averted by the crews. train delayed us about one hour, and Wa also find that the Grand Trunk when we left a point three-quar-Railway Company are dilatory in ters of a mile east of Lorneville it equipping their cars with air brakes, was 11.55. My last running order and would recommend that in luwas given at Atherley Junction, but tura no cars be sent out on klouble-I received a time order at Brechin. honders unless fully equipped with My crew comprised two brakesmen, two engineers and two firemen.

had to information concerning the

double-header leading my train, only

help ed to shove it out of Lorne

willo. The rule of the road is that

trains should run ten minutes apart :

the limit used to be less. We gener-

ally adhere to this rule unless other-

wise instructed No block system is

used when running freight trains.

It was between 11.55 and 12 o'clock

when we left Lorneville, and for

some distance we had a heavy grade

to make and wet rais to contend

numinst, thus causing poor time to

be made. About one and one hall

miles east of Grass Hill the trait

came to a sudden standstift, caused

by a knuckle breaking in the auto-

matie coupler of one of the box cars,

At this time myself and the rear-end

brukesman were in the cupota of the

van. The sudden joit put all our fan-

terns out except one white light.

The brakesman took this light and

went ahead to see what was the

trouble; I lighted my lantern and

then ran up to where the break oc-

curred, which was about inne cars

from the eaboose. My train com-

netsed thirty: two cars, including the

van. I observed that the knuckie

was broken and the train divided. I tool Brakesman Thayer to go to the

driver of the front engine and get

another knuckle, if possible while

went back towards the rear and of

my train to warn approaching trains of danger. I ran back, carrying red

and white lights, and managed to

get about four or five pole lengths

-or three hundred yards away -

from the end of my train when I

observed the second double-theader

coming along. It was middling fog-

gy that night, and after the accident

saw this train I swung both lights

they indicated the danger signal. A

white light is for a clear line and

red for danger, but I took the two

proaching train must have been

about 400 yards distant. The en-

steam being shut off; it must have

been shut off before passing me. The

gingeer of the leading engine of this

the fog became thicker. When

air : and further recommend the introduction, in the interest of humanity, of the block system in connecs tion with the running of all trains that the front engine of my train between sunset and sunrise. Eigned on behalf of the jury, ROBT, CHAMBERS, Foreman Lindsny, Sept. 28rd, 1902

#### THE LATE ENGINEER SWANTON.

The Body Interred in Little Lake Ceme-

tery, Peterboro, Monday Evening. The funeral of the late engineer Swanton took place at Peterboro Monday evening. The special train carrying the body reached there about 5.40, and the funeral proceeded from the depot to Little Lake cemetery,

Ouite a large number of the Brotherhood of Logemotive Firemen and of the ludependent Order of Oddfeliows accompanied the remains of their deceased brother and walked to the grave, where the last rites were performed by the Rev. Dr. Torrance, paster of St. Paul's. Quite a large number f people who knew the late Mr. Swanton and held him in regard as a friend were

#### WAS A HART'S RIVER MAN.

Wm. Falconer, Who Was Killed in the Railway Wreck, Was a Brother e Mrs. C. Gibson, of Peterboro.

The unfortunate young man, Wm. Fal coner, the fireman who was killed in the railway wreck Sunday morning, was brother of Mrs. Chas. Gibson, of Peterbore and of Miss Falconer, who was formerly soloist at St. Andrew's church in that town The deceased was the eldest son of Mr James Falcones, for many years a tailor Belleville, and who at precent resides in Tweed. He had formerly been employed in Belleville and had recently returned from South Africa, where he went with the last contingent, seeing service with Capt. Bruce position as fireman on the Midland railway, his engagement coming to a sad end on Sunday morning. Deceased was about 35 years of age. In addition to his father, one brother and three sisters survive.

Business Men, When in need of anything in the line of commercial stationery, visiting cards, etc., leave your order at The Post job department , Workman-

#### MARKET REPORTS.

ately. Twenty-six out of the thirty-Grain Prices Are Steady-Liverpool Corn Prices Higher - The Latest train had passed me I ran back to-

> Liverpool wheat futures closed unchanged to %d lower to-day, and corn futures 14d Paris quotations for wheat futures are 5 to 10 centimes higher to-day, and flour fu-At Chicago to-day Dec. wheat closed 1/2c below Monday, Dec. corn unchanged, and

LEADING WHEAT MARKETS Following are the closing quotations at important wheat centres to-day : New York ..... 75
Chicago ..... 80
Toledo ..... 73% 73%

Grain-Wheat, white, bush.... 0 68
Wheat, spring, bush.... 0 68
Wheat, goose, bush.... 0 62 

Rye, bush. . . . . 0 49½

Barley, bush. . . . 0 41

Oats, new, bush. . . . 0 33½

Buckwheat, bush. . . . 0 55 TORONTO FARM PRODUCE.

ible and spoke, but he was badly cut up. I believe the cause of death Wholesale. Hay, baled, car lots, ton ... \$9 00 to \$ .... Straw, baled, car lots, ton. 5 00 behalf of the G.T.R., witness said: It was about 11.55 when my train Potatoes, car lots..... 0 90 Butter, dairy, lb. rolls.... 0 16 Butter, tub, per lb..... 0 15 Butter, creamery, lb. rolls. 0 19 ing to wet raisf, and in addition to Butter, creamery, boxes... 0 18 Butter, bakers', tub..... 0 13 Eggs, new-laid, doz..... 0 15

Honey, per lb..... 0 08

Honey (sections), each.... 0 12½ lengths, or 800 yards, according to Hides, No. 1 steers, inspected ..... \$0 00

Hides, No. 2 steers, inspected..... 0 08 Hides, No. 1, inspected ..... 0 08 Hldes, No. 2, Inspected...... 0 07 Hides, No. 1 cured, selling ..... 0 08% Calfskins, No. 1, selected ..... 0 10 Calfskins, No. 2, selected ..... 0 08 Deacons (dalries), each..... 0 00 TORONTO LIVE STOCK. The run of live stock at the cattle Mar-

cattle, 900 hogs, 2113 sheep and lambs, with about 30 calves. Export Cattle-Choice loads of heavy shippers sold at \$5.35 to \$5.80; medium exporters, \$4.85 to \$5 per cwt. Export Bulls-Choice heavy export bulls old at \$4.25 to \$4.60; light export bulls, \$3.75 to \$4 per cwt.

Export Cows-Export cows sold at \$3.53

ket was large-104 loads, composed of 1722

to \$4.30 per cwt. Butchers' Cattle-Choice picked lots of butchers' cattle, equal in quality to best exporters, 1075 to 1150 lbs. each, sold at \$4.85 to \$5.35; choice picked lots of butchers', helfers and steers, 950 to 1055 lbs. each, sold at \$4.50 to \$4.85 per cwt.; loads of good butchers' sold at \$4 to \$4.30; loads of medium butchers', \$3.40 to \$3.65; common butchers' cows at \$2.75 to \$3.25

Exporters and Butchers' mixed-Loads of mixed butchers' and exporters sold at \$4.40 to \$4.65 per cwt. Feeders-Feeders, 1000 to 1109 lbs, each, are worth \$4.50 to \$5, and light feeders, 800 to 900 lbs. each, \$3.75 to \$4 per cwt. Stockers-Stockers, 500 to 700 lbs. each of good quality, are worth \$3.25 to \$3.60 per cwt.; off-colors and poor quality of the same weights are worth \$2.50 to \$3 per

Milch Cows-Milch cows and springers sold at \$30 to \$57. Calves Calves sold at \$3 to \$10 each, or from \$3.50 to \$5.50 per cwt. Spring Lambs Spring lambs are worth

Sheep-Prices, \$3.50 to \$3.65 per cwt., for ewes, and bucks at \$2.50 to \$2.75. Hogs-Best select bacon hogs, not less han 160 lbs. nor more than 200 lbs. each, off cars, sold at \$7 per cwt.; lights at \$6.75, and fats at \$6.75 per cwt.; sows, \$4.50 to \$5 per cwt., and stags \$3 per cwt. EAST BUFFALO CATTLE MARKET. East Buffalo, Sept. 23.—Cattle-Receipts, 400 head; nothing doing; veals steady; top.,

\$8.25 to \$8.50; common to good, \$5.50 to

Hogs-Receipts, 3100 head; active; 5c to 10c higher; heavy, \$7.90 to \$8; mixed, \$7.60 to \$7.85; Yorkers, \$7.50 to \$7.60; light do., \$7.40 to \$7.50; pigs, \$7.30 to \$7.40; roughs, \$6.50 to \$6.90; stags, \$5.75 to \$6.25; grassers, \$7 to \$7.50; dairies, \$7.40 to \$7.60. Sheep and Lambs-Receipts, 4700 head sheep steady; lambs steady at yesterday's closing prices; sheep, top, mixed, \$3.60 to \$3.75; culls to good, \$1.75 to \$3.50.

NEW YORK LIVE STOCK. New York, Sept. 23 .- Beeves-Receipts. 372; mainly consigned direct; no sales reported. Exports to-day, estimated, 750 beeves 116 sheep and 2000 quarters of beef. Calves-Receipts steady; a few head un-sold; veals sold at \$4.25 to \$8.50 per 100 lbs.; grassers, \$3.50 to \$3.75. Sheep and Lambs-Receipts, 3055 head sheep weak; lambs slightly easier; sheep sold at \$2.25 to \$3.75 per 100 lbs.; a few at \$4, mainly for export; lambs, \$4.25 to \$5.75; culls, \$4; a car of Canadas at \$5.621/4

Hogs-Receipts, 498 head; firm; no sales CHICAGO LIVE STOCK.

Chicago, Sept. 23.—Cattle—Receipts, 6500 head, including 500 Texans, 1500 westerns; steady; good to prime steers, nominal, \$7.50 to \$8.50; poor to medium, \$4 to \$7; stockers and feeders, \$2.50 to \$5.20; cows, \$1.50 to \$4.75; helfers, \$2.50 to \$5.75; canners, \$1.50 to \$2.50; bulls, \$2.25 to \$5.10; calves, \$3.50 to \$7.50; Texas-fed steers, \$3 to \$4.50; western steers, \$3.75 steers, \$3 to \$4.50; western steers, \$3.75 to \$6. Hogs, receipts, 71,000; to-morrow, 20.000; left over, 1000; 10e to 15e higher; mixed and butchers, \$7.35 to \$7.95; good to choice, heavy, \$7.55 to \$8; rough, \$7.20 to \$7.50; light, \$7.40 to \$7.85; bulk of sales, \$7.40 to \$7.60. Sheep, receipts, 22,000; sheep and lambs firm; good to choice wethers, \$3.60 to \$4; fair to choice mixed, \$2.50 to \$3.50; native lambs, \$3.60 to \$5.60.

BRITISH CATTLE MARKET. London, Sept. 23.-Live cattle fron at 1414e to 15c, dressed weight; refrigerator

#### LOCAL MARKETS.

	Cutering to the contract of th	-	-	
b	Rye 0 45	te	0	)
	Barley, No. 2	te	0	
	Barley, No. 2 4	to	0	
	Barley, No. 8 0 14	te	0	Ĭ.
8	Peas, Canadian Beauties 0 70	to	0	1
	Peas, Black Eye 0 70	te	0	ì
	Peas, Prince Albert 0 65	to	0	
	Buck wheat 6 40	to	0	
0	Eggs, fresh, per dez 0 14	to	0	3
	Butter, per lb., for roll 0 16	to	0	i
	Butter, crock, per lb 0 15	to	0	
;	Chickens, per pair0 4)	to	0	
		to	2	3
	Flour, new process, bks., 100 lbs		-	ľ
1	100 lbs 2 10	to	2	1
ı	Flour, new process, mixed, 100 lbs		-	
9	100 lbs	to	2	1
	Straight Roller Flour 1 80 Rolled Oats, 2 10	te	0	5
	Hay	to	7	ċ
ä	Hay	1	1	ì
	per ew	to	_	č
3	" Fats 6 25	to	6	•
	" Lights	to	6	0
,	Potatoes, per bush0 80	to	0	
	Commond per bush 111111111111111111111111111111111111	1	-	F

Apples, per bag ..... 0 45
Butcher's Cattle ..... 3 00

Export Cattle ...... 4 50 to

Stocker's Cattle, good color.3 00 to

Stocker's Cattle, off color .. 2 50 to

## Wakely & Ford

(SUCCESSORS TO R. B. ALLAN & CO.)

OUR New Store impresses all. Nothing could more forcibly demonstrate the potency of the new management than the opening's great success. The opening was a continuous ovation. To new customers the store scemed imbued with an extraordinary spirit of progressiveness, and so it is. To the old customers the store seemed like a place regeneratedreincarnated, so to write, with a stronger, better, more powerful degree of onward enthusiasm. Advancement was painted in ardent colors on every side. Praise was spontaneous and unlimited. Hundreds remarked the radiant attractiveness of the new store; hundreds reveled in the displays and purchased prodigally, for such combinations of bright new merchandise and uniform fairness of price, devoid of all sensational values, were too winsome to be resisted. Below we quote a few prices that will create a better acquaintance with our choice new stock.

#### PRICE SAVING DRESS GOODS.

Here are a few lines we have selected at random from our excellent new Dress Goods stock, and each one represents the best value we have ever seen, but there are others here equally good.

75c. Dress Goods at 25c .- 500 yards heavy all wool Dress Goods, in newest fabrics such as Zebalines Cheviots, etc., in colors of blue, brown, green, dark garnet, coronation red, purple and grey, extra heavy qualities, 44 inches wide, (note the width); this is an excellent line of goods, and you'll make a big mistake if you miss this opportunity ; fashionable goods worth 

At 37tc. instead of 75c .- For a fine French Serge, 40 inches wide, finished with small embroidered all over dot, shades, grey, light and dark fawn, an excellent quality for separate waists and children's dresses.....JUST HALF PRICE.

At 67 c instead of 85c-For pure wool Home. spuns and Fraizes, extra heavy weight, will give excellent wear, all the wanted shades. THIS IS AN EXCEPTIONAL OFFERING. At 98c-For a pure wool Homespun, 54 inches

wide, extra heavy weight, suitable for Suits and unliped Skirts, in shades black and grey, would be good value at \$1.25 a yard. Save 27c on every yard. Cheviot, at 50c, 48 inches wide (note the width),

medium weight, black and navy; a real snap at the price. At 21.25-Choice Zebilene Suitings, fancy tweeds with the very siylish camel hair effects, shades, black with white, red with white, and brown with white;

#### BLANKETS AND COMFORTERS UNDER PRICE.

nothing newer shown anywhere,

At \$1.48-For fine Comforters, full size, 60 x 72 inches, fine white batten filling, assorted colors and patterns; sale price.....\$1.48

At 67c-Flannelette Blankets, medium size, fine soft fleecy quality, grey or white, assorted fast colored borders, worth more than we ask.

#### FLANNELETTE EMBROIDERIES AT 1/3 OFF.

500 yards F.annelette Embroidery, 12 to 5 inches wide, best shades in pink, blue, cream, red, and white ; 6c for 4, 8 at 5, 10 at 7, 12% at 10c. THIS WILL SELL

#### ECONOMY & STYLE IN JACKETS.

No risk to run here on getting a last season's Jacket palmed off on you as a new style-every. thing new here, you know-new styles and new prices. Here are a few awaiting your inspection :

At \$8.50-Women's Jackets, made of heavy all. wool frieze cloth, black or dark grey, 36 inches long, stylishly made with semi-fitting back, yoke on shoulder and pointed revers on collar, neatly finished with cording down front and back, new cuff, and lined throughout with mercerized sateen; actually worth \$10. 

At \$10 - Women's Coats, 42 inches long, perfectly made, of black or Grey Zebiline cloths, has all the points of fashion of the more expensive coats, don't buy until you see these at \$10 and you will decide in our favour.

At S12.50-Really a \$15.00 coat and worth \$18.00 too; it comes in the very fashionable black or grey, Zebiline cloth, very fashionably made with yoke and cording, semi-fitting back, bell cuff, new collar, finished with tailor stitching on cuffs and collar, farmer sating 

### STAPLES AT REDUCED PRICES.

At Kc-397 yards Roller Toweling, plain Rushia crash, all linen, with or without border, heavy bag toweling or glass toweling, 14 to 18 inches wide; regular 

At 7bc-Value 15c. Mercer Silk, a new cloth of fine weave, bright silk finish, wears like print and looks like silk, beautiful shades in pale blue, red, fawn, green, grey and pink, neat handsome patterns, and fast colors : very suitable for ladies' wrappers and for comforter tops. ASK TO SEE IT.

At 3c-2 bales Mill Cotton, bleached and unbleached full 36 inches wide, priced as low as 3c a yard for 5c quality, and rises as high as 8c for 10c and 12tc quality.

At 21c-Value 30c. 129 yards unbleached Table Linen, 64 inches wide, heavy th ead, will give excellent wear, pretty floral patterns.

nice cloth, red and black, checks, dots and fancy patterns, also black and white stripes, fast colors, make splendid lining, etc Regular value 7c, a snap at 4 c. 300 YARDS 20 AND 25c VEILING

At 41c-1,297 yards of good 24-inch Canadian Print,

AT 10c. Choice of our 25 patterns Silk Net Veilings, full width, full range of all the fashionable shades, assorted

dots; regular value 20 and 25c a yard, at ..........10c.

# Wakely & Ford

THE SAFE, SATISFACTORY STORE.

STRICTLY CASH DEALERS

LINDSAY, ONT.

#### MONDAY'S FATAL ACCIDENT.

The Inquest in Connection With the Death of Wm. Rodgers. Mo"da ynight an inquest was held

in the Council chamber by Dr. Burrows, coroner, to enquire into the facts concerning the death of Wm. Rogers, G.T.R. sectionman, in the yard here Monday afternoon. The following were empanelled as

lusyman Messrs. Wm. Gaaraith, J. T. Wells, Admin Doran, J. McWife liams, W. F. McCarty, Thos. Connotly, E. Tucker, M. Powers, A. C. Babcock, John Duck (foreman), F. Marks, 1. Jewett, Jag. H. Lennon, Wm. Ea. kins, John O'Leary, Chas. Shiers.

of to attend deceased, was the only with ses examined. The inquest, was then edjourned till Wednesday evening for the production of further evheard, after which the jury return-

That William Rogers came to his death accidentally by being jammed between cars. The jury exenerates all the employees of the company, The attention of the company should be directed to the duty of protecting their employees from like acci-

> Oh, Let it by Soon, (Ottawa, Journal.)

If the coal strike keeps up a month longer there will be thousands of conversions to the principle of govarument ownership. If it keeps up till Christmas we will all be red bot Bocialists.

#### 100,000 CHICKENS WANTED For Export to England.

We want your Chickens, alive or dressed. We will pay the highest CASH PRICES for all the plump birds offered. We send shipping crates free. We are taking in chickens

every day at the building adjoining the Egg house. Get your birds ready and bring them along. Our prices and conditions are the same as last year. DUNDAS & FLAVELLE BROS.,

## RUBBERS

IF QUALITY AND VARIETY, combined with RIGHT PRICES, is any inducement to you, we can safely count on your trade this season. We have all the kinds that you will wantthe light shoe rubber, the warm overshoe, the heavy arctic boot.

Fresh shipments of MAPLE LEAF Rubbers are arriving every week, direct from the factory. Let your next pair of rubbers be Maple Leafs.

#### NEILL KING THE SHOE

SOLE LOCAL AGENTS FOR "The Stater Shoe"

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90 Kent-st,

#### BIRTHS

MORGAN.-In Lindsay, on Friday, Sept. 19th, to Mr. and Mrs. Philip Morgan, a daughter.

WILSON .- At Port Hope, on Monday, September, 22, 1902, to Mr. and Mrs. F. W. Wilson, a daughter. McGUIRE. - At Reaboro, on Thursday, Sept. 18th, to Mr. and Mrs. J. McGuire, a son.

#### MARRIAGES

EVERSON-WALLACE .- On the 10th, at Little Britain, by Rev. S. N. Ruttan, William Everson and Racher Wallage, both of Little Britain.

RILEY,-In Ops, on Friday, Sept 19th, Mary Riley, aged 50 years

#### CREBIT SALE.

ON MONDAY, SEPT. 29th, 1902.-B Elias Bowes, auctioneer, on let Farm Stock and Implements, the property of W. M. Grant. Sir work lings, eitht two pear old steers, three calves, eight sheep, a number pige Sale at one o'clock and post rively without reserve -w&\_\_\_\_

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