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A. HIGINBOTHAM DRUGGIST

LALIBERTE INQUEST

Finish Of Evidence Given Last Thursday Evening

MESSRS. JOHN CAREW AND SAM G. PARKIN HEARD

Another Adjournment Ordered Until Thursday Evening, Nov. 26th.

The Laliberte inquest was resumed last Thursday at 7.30, Coroner Burrows presiding. The Council chamber was again crowded. The names of about a dozen witnesses were called, and over half a dozen gave evidence. Mr. F. D. Moore, barrister, was present for the first time. At the commencement of the proceedings Mr. L. V. O'Connor, counsel for the Kennedy & Davis Co., referred to the cross examination of witnesses carried on at the previous session by Mr. Hopkins, acting for the widow. He understood that Mr. Moore was present to act for Mr. Hopkins, and under the circumstances he would submit that cross-examination should not again be allowed, as it would seem that Mr. Hopkins was fishing for evidence upon which to hang a civil action for damages.

Coroner Burrows, quoting from the statutes, ruled that no counsel could claim any rights in a Coroner's court. Crown Attorney Devlin shed some light upon the subject, after which the Coroner remarked, "I will allow fair latitude, and trust the professional men to not transgress."

THE EVIDENCE. Arch. Bouyca (to Mr. Devlin)—"Knew Laliberte for nine or ten years; he was not a mechanic, but worked at anything he could get to do. I work for Kennedy as a flier but not in the day time, when Laliberte was killed. Had seen him about the premises since early spring working at everything—unloading scows, digging, cutting wood at a butting saw, but I operated a similar one in Dovey's mill. Mostly anybody can run a splitter but I never knew Laliberte to be employed on one. I don't look on the splitter as a dangerous machine—of course any revolving saw is dangerous if you get too close to it. (Mr. Devlin—"I see—keep away from the water and you'll not be drowned.") Dovey's saw was not protected when I was there, nor the carriage locked—I never saw a running machine guarded that way. Have seen Burke's mill splitter and heard it was protected, and the carriage locked at times, but the size of the blocks to be cut might make that a good thing. Knowing Laliberte and the character of the place, I don't think it was improper to put him at the splitter; it would not be proper to put a boy there, nor an old man unless his eyesight was good; I won't swear that Laliberte was a proper man to place there, but he could run it. It would take a mechanic to run the splitter to the best advantage, but I can't say Laliberte was an improper person, although not a mechanic. (Crown Attorney Devlin—"I don't understand you—perhaps the jury may.") I think a saw of that kind would be safer if protected, but it had no guard."

Witness (to Mr. O'Connor)—"Don't think it requires any particular skill to run the splitter. I saw Laliberte running the splitting saw on one occasion." Crown Attorney Devlin—"Mr. Coroner, I didn't ask any of those questions, and the examination should be along the same line." Mr. O'Connor—"I fail to understand my learned friend; the witness certainly mentioned to him that he had seen Laliberte operating the butting saw on one occasion." Witness (resuming his evidence).—"I saw Laliberte at the butting saw with another man; the saw is a small one, but it would cut a man as well as another. Never saw a splitting machine guarded, nor a catch on the carriage. Timber cut at Burke's was larger in diameter than the stuff at Kennedy's, and harder to handle. Have worked in mills backwards and forwards for 25 years; the ordinary millman is not expected to be a skilled mechanic."

Juryman McDonald—"Did you order your son to not work at the splitter?" Witness—"No, sir." Mr. Moore—"Did you give him any orders respecting his work?" Witness again replied in the negative.

To Mr. O'Connor—"I asked Mr. Kennedy to give him a job at the saw he is running." Samuel McGill was called and dismissed, as he knew nothing about mill work, or operating a splitter. Chas. Kofler, sworn, said, in reply to Mr. Devlin: "I live in Lindsay and have been working at Kennedy's

as a heading packer: I ran the splitter for a day and a half on one occasion, but wasn't hurt." To Mr. O'Connor—"No, I hadn't any trouble with the saw." To Coroner—"I knew Laliberte; don't think there is any blame to be attached to any one—think his death was purely accidental." Alex. Moore, sworn said: "Have worked in mills for years, but never ran a splitter; have been employed at Dovey's, Rathbun's and elsewhere as a millwright, but never, at Kennedy's; operated a splitter for an hour or some short period occasionally, but never was in charge; don't know anything about Kennedy's machine."

Witness (to Mr. O'Connor)—"No, I have never seen a catch on a splitter carriage; I put up machinery in Parkin's mill, but have never seen a saw protector." To Mr. Devlin—"There is a certain amount of danger connected with the operating of a splitter, but I don't consider that machine more dangerous than many others—if a man didn't fall on the saw he wouldn't be hurt." Finally witness conceded that the saw was a dangerous one.

Witness (to Mr. Moore)—"Don't think a catch on the saw carriage would be any protection." To Juryman McDonald—"I'm not a millwright by trade. Think it could be possible to protect a saw so as to save human life to some extent." To Juryman Morton—"The mill inspector never said in my hearing that he said they could not be guarded any better."

Samuel Froehotte, sworn, said: "I work at Kennedy's as flier, and know Laliberte—he came to his death by being cut in two by a saw; I didn't see the accident." To Mr. Devlin—"Have operated the splitting saw for half a day at a time; the machine is dangerous; but so is every saw."

To Mr. O'Connor—"The splitter is dangerous, just as other circular saws are. I never saw a catch on a carriage; have seen three or four such machines in Kinmount and one or more in Lindsay; think I saw Burke's machine 10 or 12 years ago. Never saw a guard on one of these machines except on Burke's—I think I saw that. As for the job of splitter, the more experience a man has, the better, but have seen entirely green men take hold and run it. Mr. Kennedy's brother, right off the farm, operated the saw for one season."

To Juryman Begbie—"Do not know that the saw was ever guarded; I was away for a while one season." To Juryman McDonald—"The oak piece cut away yesterday was put on a covering only certain length of timber—18 inches—the saw could be covered, but we often cut longer stuff. The oak piece referred to was put on as a protection against injury by the saw."

To Juryman Fee—"Am foreman in the shingle department and file the saws, but do not alter also. As for room at the saw, it all depends on the man at the room suits me, but might not suit others. I would rather handle the blocks in a fairly narrow place than have to take more steps to reach the elevator." Juryman Fee—"Occasionally a block falls back down the elevator?" Witness—"Yes, if the operator does not put it on carefully." Mr. Fee—"Yes, and often there are a lot of blocks piled up around him—I saw 40 or 50 there the morning of the accident; if these blocks were piled up on end three of them would reach well up to his shoulder, and if a block fell back off the elevator where would a man go to escape it?" Witness—"But the blocks are not piled up on end three tiers high."

Mr. Fee—"Well, say two blocks; being 18 inches high, they would reach up 3ft., the pit is one foot below the carriage, so that the blocks would be well up to the ordinary height of the elevator, where could the operator go to escape it?" Witness—"Well, he couldn't get away unless he shoved the blocks over."

Mr. Fee—"He wouldn't have time to do that. That being the case, he would probably step on the carriage, and if it was locked he could do that safely." The Coroner—"Mr. Fee, I think you are overstepping the limits—you can discuss those matters with the rest of the jury when you retire for a verdict." Mr. Fee—"Would a lock on the carriage be a good thing or not?" Juryman McDonald—"Can you give us any good reason why the blocks were piled up around the machine?" Witness—"We were cutting heading, Laliberte was supposed to roll the blocks around if he had time; before that he had been jacking some logs up out of the river, and when he came back he would go around the carriage to his work. I have seen ten times as many blocks piled up as were there that morning—that was when Elliott was at the splitter. It wouldn't be possible for the blocks to roll down on the man from behind—a man who could lift a block could keep one from rolling on him, never found fault with Mr. Kennedy for sending men to my department; I would prefer to have all experienced men."

To Mr. O'Connor—"Mr. Kennedy never refused any request of mine for anything needed in my department." Juryman Widdess—"There is no supposition that Laliberte came to his death through blocks falling down on him."

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was gany trouble with the saw to my knowledge." John Carew, sworn, said: "Am a resident of Lindsay and a millowner; was not personally acquainted with Laliberte." To Crown Attorney Devlin—"I only know what I heard as to the manner of Laliberte's death; have seen Kennedy's rig." To Mr. O'Connor—"Did not see Kennedy's machine in operation; had one in my mill for years, but there is only part of it there now, it had no catch on the carriage. All splitters are much the same. Have heard some talk about lack of room at Kennedy's—there's a little more room about my machine than at Kennedy's, but men have complained about it. Personally I would prefer to have less room, because of the extra steps a man has to take to reach the splitter. Any saw is dangerous if it isn't safe, no good, because it's there to cut—if it won't cut it's no good. The men who get hurt are generally the skilled men; the best man I ever had—Mack Hennessey—lost his life that way. As for light, there's plenty of it at Kennedy's; I went there this afternoon and I can say there's lots of light for the work done—I couldn't see any room for improvement. Don't think a catch on the carriage is necessary unless there are heavy blocks to be seen; some carriages have a trip to put on while turning a block; two horse stand up in front of the block. Don't see why a lock is necessary. It would depend on the man who placed one foot on the carriage—the longer some men work accident, but if he did so, he went outside his duty."

To Mr. Devlin—"If the carriage was locked it could not run and Laliberte might not have been killed, if that was really the way it happened. The carriage is higher than the ground where operator stands when running the saw. Any man might put his foot on the carriage—the longer some men work about a mill the more reckless they become—it would surprise you to see the chances some of them take, just as if they believed a saw making 2000 revolutions a minute wouldn't cut them. No, I don't mean that the man is a greenhorn, although we take on green hands all the time. There are more dangerous spots around the mill than the splitter. Anyone might tumble on a saw; it all depends on the kind of green hand—I could take some men and teach them how to run a splitter in 15 minutes, but they would have to be possessed of good common sense."

Mr. Moore—"After viewing Kennedy's mill to-day you say that you could not improve it?" Witness—"As far as the splitter is concerned, I meant to say, I didn't get upstairs." Mr. Moore—"On might conclude from your words that around the splitter was the safest spot in the neighborhood." Witness—"Of course the place might be improved, I suppose, but I didn't see anything that needed changing in my opinion. I don't

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know how the operator stood at the machine, as I never saw him at work, but I find no fault with the place where he worked." Juryman Morton—"Did the Inspector ever suggest to you that your saw should be protected?" Witness—"No, he saw it working year after year, but never mentioned a guard." To Juryman McDonald—"As near as I can describe all splitters are about the same." Juryman McDonald—"I understand that your man works on the strand." Juryman McDonald—"Yes, but your man stands lower; does he have to step on the carriage?" Witness—"No, he does not; in my mill the operator stands on the ground and an accident couldn't happen the way you say—there's no necessity to step on the carriage while at work."

Juryman McDonald—"But if Kennedy's carriage was locked the accident wouldn't have happened as described." Witness—"Couldn't he get the blocks on without stepping on the carriage?" Juryman McDonald—"He is dead, and can't tell us the way." Witness (to Juryman Staples)—"I never saw a lock on a carriage in my life." Juryman Begbie—"We have evidence to show the carriage was empty and that deceased placed his foot on it while getting a block in that case which way would the car pass?" Witness—"It would go forward."

Juryman Begbie—"And if the carriage moved ahead which way would the man go? towards the splitter?" Witness—"There's a room for an argument here; he might fall away from it." Juryman Fee—"Was your mill inspected this summer?" Witness—"Well, I don't know—the new man was there the other day, but Mr. Brown inspected it last summer. He didn't make any recommendations—if he had they would have been carried out."

Juryman McDonald—"Do you know that the law compels you to protect your saws?" Witness—"I know the Inspector visited my mill twice within six weeks when Hennessey was killed, and he could recommend nothing that would be necessary to prevent that sort of accident without interfering with the working of the mill. He said so in a letter. The Post and Watchman-Warder. No millman wants to have accidents occur, and he would willingly grant any protection the men wanted."

Sam G. Parkin, sworn, said: "Have been a millowner for years; didn't know deceased; have operated splitters similar to Kennedy's." To Mr. O'Connor—"I inspected Kennedy's splitter the day before yesterday and think there is a great deal of room for improvement—about where I am in my mill. The pit and elevator are about the same; too; car carriage is wider, but about the same length, the lever is similar, there is no catch on the carriage and I never saw any so fitted and unless one could be put on, but it would be of no real service as a safety precaution and would be a detriment in the working. A man has to be at the side of the carriage when putting on a block, and he has no right or need to get on the carriage. I don't think it would go ahead if he did get on, unless he moved forward, and then the tendency would be to throw him away from the saw. It is hard to imagine the accident occurring in the way we were described—I think Laliberte must have slipped on a piece of slimy bark. There's plenty of light, the whole west end of the mill being practically open. Inspector Brown was at my mill last year, but didn't recommend any catches then, but ran the engine up the track, one of them sporting himself in the buggy as it was rapidly pulled along. At the first switch the buggy went up in the air about ten feet and came down minus one wheel. At the next switch the rope parted and the buggy and occupant were "skidtracked," so to speak, into the ditch—the boy being thrown out and the buggy rendered unfit for further service. They were dismissed with a warning."

This Lad Has Nerve. On Wednesday morning, November 11th, at Cobourg, ten boys appeared before Magistrate Dumble, the charge being the result of a Halloween prank. On that evening the boys took a buggy out of E. Leonard & Sons' storehouse and tied it to the shunting engine which had been coaling up opposite. The boys ran the engine up the track, one of them sporting himself in the buggy as it was rapidly pulled along. At the first switch the buggy went up in the air about ten feet and came down minus one wheel. At the next switch the rope parted and the buggy and occupant were "skidtracked," so to speak, into the ditch—the boy being thrown out and the buggy rendered unfit for further service. They were dismissed with a warning.

Servants From England. A paragraph in a recent issue of The Post stated that persons wishing to secure young women from England to serve as domestics should make application to Mrs. Willoughby Cummings, corresponding secretary of the National Council of Women of Canada, 44 Dewson-st., Toronto. Since then a number of applications have been forwarded to Mrs. Cummings, resulting in their return to Mrs. E. E. Sharpe, of this town, who is local superintendent and correspondent for the above society of ladies. The letter explains itself: Dear Mrs. Sharpe—The enclosed of course should have gone to you. When replying will you please say that we do not expect any more parties out before the spring, but that if particulars are sent to you as to number in family references, etc., you will forward the application to England, as no such application is entertained unless sent through you.—With all good wishes, sincerely yours, EMLY CUMMINGS, Cor. Secretary.

All Humors Are impure matters which the skin, liver, kidneys and other organs can not take care of without help, there is such an accumulation of them. They litter the whole system. Pimples, boils, eczema and other eruptions, loss of appetite, that tired feeling, bilious turns, fits of indigestion, dull headaches and many other troubles are due to them. Hood's Sarsaparilla and Pills Remove all humors, overcome all their effects, strengthen, tone and invigorate the whole system. "My health was poor and I suffered much from liver and kidney trouble. After taking two bottles of Hood's Sarsaparilla I was cured. I regard this medicine as superior to all others." Mrs. JOSEPH HOLLINHEAD, HARRISON, Ontario. Hood's Sarsaparilla promises to cure and keep the promise.

Collided With Shunting Engine. Saturday morning about 8.30 a railway accident was narrowly averted on Victoria-ave., south of Kent-st. The shunting engine was endeavoring to get on a siding to allow a double-header train from Midland to pass by, but before it could get out of the way, the double header collided with it, with the result that the brakeman's step in front of the shunter was demolished. No other damage was done.

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Ligozone alone kills germs in the body without killing the tissues, too. It is so certain that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill. Ligozone destroys at once and forever the cause of any germ disease. And there is no other way to do it. Any drug that kills germs is a poison to you, and it cannot be taken internally. Ligozone alone can attack a trouble that is caused by inside germs; and it cures diseases which medicine never cured.

Liquid Oxygen.

Ligozone is simply liquid oxygen—no drugs, no alcohol in it. It is the discovery of Paul, the great German chemist, who spent 30 years on it. His object was to get such an excess of oxygen in staple

form into the blood that no germ could live in any membrane or tissue. Ligozone does that. Oxygen is Nature's greatest tonic—the very source of vitality. Its effects are exhilarating—purifying, vitalizing. Nothing else in the world is so good for you. But germs are vegetables; and this excess of oxygen—the very life of an animal—is deadly to vegetable matter. We spend 14 days in making each bottle of Ligozone; but the result is liquid oxygen—a product which will cure diseases which no medical skill can cure without it. It is now employed in every great hospital, and indorsed by every medical authority, the world over.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Ligozone kills the germs, wherever they are, and the results are inevitable. By destroying the cause of the trouble, it invariably ends the disease, and forever.

Another Case of Blood Poisoning. About four weeks ago Mr. Jas. Dean, one of our busy drygoods, noticed that a swelling in his hand was beginning to cause him a great deal of trouble, but he did not pay much attention to it. After a few days' hard work it became inflamed and as a result he was compelled to lay off work, blood poisoning having set in. Mr. Dean's brother-in-law, Mr. Wm. Devey, is looking after his carting trade.

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