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BLACK THIBET CAPERINE, satin lined; special price \$7 69 each. LADIES' BEAVER CAPER-INES, satin lined; special \$5 89

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New patterns and pretty goods. Valenciennes Laces at 15c, 20c, 25c per dozen yards.

Valenciennes Lace Insertion at 4c, 5c, 7c, 8c, 10c yard.

Very fine French Valenciennes Lace at 7c, 8c, 10c yard. Beautiful goods.

ONE CASE of Ladies' Black Mercerized Satin Underskirts, \$1, \$1 25 each.

Ladies' Black Mercerized Sateen Skirts, flounce and three frills; regular \$2 50, our price \$1 89 each. Black Mercerized Sateen, deep accordeon pleat and frill; special \$2 50 each.

LADIES' BLACK SATANNA BLOUSES, in all sizes at 89c, \$1 25 and \$1 59 each. Nicely trimmed with cording and tucks.

Ladies' Flannelette Night Dresses, nice patterns, at 50c, 75c, 89c, \$1 25 each.

OYER FIFTY PERSONS

Freight Dashes Into a Train With 100 Laborers on Board.

One Man Fatally Hurt, and Another Badly Injured Near Brigden-Numerous Other Casualties.

OVER FIFTY PERSONS HURT. Elmira, N. Y., Sept. 6.-Four people were seriously injured and 50 others slightly hurt in a wreck which occurred seven miles south of Elmira yes-Westbound D. L and W. freight train, No. 53, ran into a work train, having on board over 100 laborers, many of whom were Italians.

The workmen were hurled high in the air in all directions, the majority receiving minor injuries. The work train was supposed to have cleared for the freight, but for some reason it did not do so and the freight crashed into it from the rear, demolishing several cars.

WALLACEBURG MAN KILLED. Brigden, Sept. 5.-An accident resulting fatally to George Branton, of Wallaceburg, occurred half a mile west of here on the fourtn line, at Bear Creek Hill, yesterday afternoon, by his horse turning suddenly when driving down the hill, throwing Mr. Branton out down the embankment, and breaking his right shoulder. Dr. Fisher was in attendance soon after the accident and the injured man was brought to the Queen's Hotel here, where everything was done to relieve his suffering. He did not regain consciousness and died during the night. During the afternoon Mr. Branton was driving through Main street with Hiram Hales in the buggy, and when near the corner at the Commercial Hotel, the horse turned down Jane street while going very fast and overturned the rig, throwing both men out. The doctors find that Mr. Hales' skull was fractured, and he is seriously injured about the shoulders. At present writing his condition is considered very serious, but not fatal. ACCIDENTS IN ST. THOMAS DIS-

TRICT. St. Thomas, Sept. 5 .- E. M. Harris was seriously hurt at Aylmer. He was driving the town sprinkling cart and went too close to an elevator, being crushed between the elevator and the sprinkling cart. Three of his ribs were broken, one of which was driven through his lung. Mr. Harris being a man well along in years, very little hopes are held out for his recovery. Ed. Masterson, Alma street, employed on the Grand Trunk, had his foot crushed this morning by a rail fall-

ing on it. Geo. White, Michigan Central sectionman, had his foot badly hurt while at work at the Metcalfe street crossing this morning. A heavy crowbar fell on it.

Walter Bowlby, conductor on the Michigan Central, had his back badly wrenched while at work yesterday.

Frank Burle, of Foreman Buck's extra gang on the Michigan Central Carneross & Lawrence Michigan Central, had his back badly at work-at Port Dover Junction, w.

struck by a rail on the right leg yesterday. He sustained a compound fracture above the ankle. A horse attached to a buggy in which were seated four ladies from Aylmer, became frightened at a train near the Michigan Central overhead bridge yesterday and ran away. Mrs. Hopkins received a bad shaking up, producing concussion of the brain.

TWO WOMEN HURT. Newcastle, Ont., Sept. 6. - A serious ccident occurred about one mile west of here on the gravel road, yesterday afternoon, when Mrs. George Rickard and her daughter Bertie were seriously injured. The horse took fright, backing into a deep ditch, upsetting buggy. Mrs. George Rickard had her shoulder blade broken and her daughter was badly cut about the face, requiring

26 stitches to draw it together. CAUGHT BETWEEN CARS. Wolverine, Mich., Sept. 6.-Ex-State Senator James E. Holcomb, aged 70, attempted to cross the railroad track between two freight cars, when the train suddenly started, throwing him down. Both legs were cut off above the He died almost instantly. Mr. Holcomb represented the 27th district in the senate in 1891-92.

OTHER CASUALTIES. Rev. Mr. Steele, Adventist, 80, dropped dead from excitement after a camp meeting in Dunham Woods,

Stewart Manchester, a bell boy at the Clarendon, Winnipeg, wheeled into the shaft of an approaching vehicle. The shaft struck him over the left lung, inflicting such injuries that there are little hopes for his recovery.

Mrs. S. Bosco, who was shot on St.

Lawrence street, Montreal, in the doorway of her husband's business place by an Italian named Amabile Barile, is likely to die from the bullet wounds, and her ante-mortem statement was

ARKONA.

taken.

Arkona, Sept. 5.-Messrs. J. G. and A. W. Brown are making a business trip to Toronto this week. Mr. M. Dunlop spent a few days last week with friends in Port Huron and other places in Michigan. Rev. Mr. Pring, of Thedford, ex-changed pulpits last Sunday with Rev. R. Fulton Irwin, of Arkona. Mr. Sol. Smith, fourth line, is movng his household effects into town this week. A 'busload of Watford people spent Labor Day at Rock Glen. Miss Maud Lackey, who has been visiting her sister, Miss Hettie Lackey, for the last six weeks, returned to her home in Hamilton on Monday. A large crowd of Arkona people took in the baseball match in Forest

on Labor Day.

Messrs. Art and Will Everest have returned home after spending a month's shooting in Manitoba. Mr. F. Hillis, F. Crawford and F. Casselman are attending the Watford

Mr. John Sadler has opened up his new barber shop next the Queen's

Mr. and Mrs. Swan, who have been visiting at the Queen's, returned home Monday Miss E. M. Irwin is attending the nillinery openings at Toronto this

Last Year Was Introduced to the public the British Army Foot Powder, and we have heard nothing but praise of its healing and soothing quali-ties

NEW ONTARIO; ITS RAILWAYS.

Trade With the Northern Part of the Province Important.

Mr. Themas Southworth, Ontario Director of Colonization, Writes on the Subject of the Nippissing and James' Bay Railway.

The opening up and settlement of New Ontario and the extension of railways to that region is a matter of vital importance to the manufacturing and commercial interests of the southern part of the province. The prospects are that, with an increasing number of settlers, the trade will be large and will merit the consideration of merchants of cities in the older settled parts of the province. The following is Mr. Southworth's impressions in regard to the Temiskaming

Two reasons may be assigned as explaining why manufacturers and mer-chants have paid so little attention to the agricultural development taking place in the north. In the first place, the volume of trade with the settlers at present in the country is but small. It is only during the present season that there has been any rapid or extensive colonization movement, and both the requirements and the output of the pioneers during the early years of settlement are necessarily very limited. The business of the region is in its infancy, and to those whose survey of the situation includes nly present condition it no doubt appears trifling as compared with the lemand from other quarters. Secondy, the merchants of Toronto have, so far, largely controlled, such trade as now exists, in spite of poor railroad facilities and the fact that railroad haulage is in favor of Montreal and Ottawa. This is mainly due to the influence of old associations and the prevalence of a certain amount of sentiment in business, as those engaged in trade in the district are mostly men from Southern and Western Onwith the houses with whom they had formerly done business. With the present railway arrangements, howtario, who have continued to trade ever, this state of matters is not likely to continue, especially in the face of energetic efforts on the part of business men in rival cities to secure custom. On my last visit to the Temiskaming district I came out with the manager of a drug company in the east who had been soliciting orders for drugs and druggists' sundries. He stated that the main object of his trip was not to secure immediate orders, although his success in that particular had exceeded his expectations, but that he was "laying his pipes" for what he foresaw was sure to be a large and profitable trade in the near future. He was also positive that it would not be long before roads would be extended from Quebec Province to tap the district, making the rates to Ottawa and Montreal better than at

LANDS OPEN FOR SETTLEMENT ONLY SHORT TIME.

It must be remembered that the ag-

ricultural lands generally referred to as the Temiskaming district have only been open for settlement a comparatively short time, and that its value as a farming country is only beginning to be apreciated by the people of Old Ontario. When settlement in Southern Ontario had extended northwards to Renfrew and Parry Sound, the broken character of the land crossing the province along the line of the Canadian Pacific Railway conveyed the impression that the northern limit of the good agricultural land of the province had been attained. Reports of traders, trappers and others of good land at the head of Lake Temiskaming have reached the government. Surveyors were sent in a few years ago to make an examination of the country, and on their favorable reports several townships were surveyed and laid out in lots. When Mr. John Armstrong, the man selected by the commissioner of crown lands as land

agent, was sent up about six years ago, he reported favorably on the district, and a few settlers began to go in. Until this year nearly all those who took up land were induced to do so by reports as to the fertility and excellence of the soil from acquaintances who had preceded them. On the occasion of the settlement of the boundary dispute in 1887 it was found that the region subsequently surveyed into townships by no means included the whole of the good land, but that t probably extended northwards to the Height of Land into the territory claimed by the Dominion. The ports to this effect were confirmed by the explorers who went through that coutry in 1900. While the Temiskaming district proper does not probably contain more than 600,000 acres of the alluvial clay soil which is so valuable the explorations show that this district is merely the southeastern extremity of a block of about 16,000,000 acres running north to the muskeg land, south of James Bay and westward across the province. So that while we have in the southern part of the prevince at present settled only about 23,000,000 acres, we possess in the north another agricultural belt of vast extent, separated from it by the Laurentian ridge running across the country and forming what is populary known as the Height of Land.

This immense tract is in every respect well adapted for settlement, and successful efforts are now being made to acquaint our own people with the value of the country, which is being largely settled by the sons of the farmers of Old Ontario and other natives elsewhere can be obtained within our own borders.

A reference to the map of Ontario will show the

GEOGRAPHICAL RELATIONS between the Temiskaming district and Toronto, and render obvious the advantages, not only to the district it-self, but to this and other southern Ontario business centers, of the early completion of the proposed road from North Bay to Temiskaming district. It must not be supposed that when such a road is in operation the trade of the agricultural region of Temiskaming will form the sole traffic. Lying between North Bay and the farming country at the head of Lake Temiskaming is a large tract, extremely rich in pine and other valuable timber, and containing much mineral wealth, including nickel, gold, iron, and copper to an extent of which few have any idea. In 1900, the com-missioner of crown lands, under the authority of the Forest Reserves Act minerals it contains some of the most and sportsmen and are sought by numbers of American canoeists as railroad communication this picturesque and fascinating region would very shortly become one of the most | neighbors.' famous and popular tourist resorts on the continent, bringing large numbers of pleasure-seekers to the province, many of whom would make a sojourn

in Teronto en route. How the road should be built, whether as a private enterprise or by the government as suggested by Premier Ross, or whether it should be extended to James Bay, as called for in the original charter, are points that I will not at present discuss. What I wish specially to emphaize is that, before settlement can be extended much farther north than at present, railway communication with the south must be effected, and that, if the people of Teronto and Southern Ontario are alive to their interests, they will see to it, that whatever road is built will be as directly as possible connected with Toronto and hence will run through North Bay.

I think there can be no doubt as to the great importance of this road to Southern Ontario as well as to the new district, but I have been struck by the apparent want of interest taken by the manufacturers and other leading men of Toronto in the project. When a deputation from Temiskaming visited the city last winter and waitd upon the government to urge the building of the road, Toronto's tains of industry" were somewhat conspicuous by their absence, although officials of the board of trade were notified of the interview with the government. I may be wrong, and the people whom I am addressing may be thoroughly alive to the situation, but if that is the case they

fact, at least, from the writer. Yours THOS. SOUTHWORTH.

PAN-AMERICAN **IMPRESSIONS**

Appraisals From Various View Points-Mr. Dooley-Mr. Albert Shaw-Lack of Permanancy

The Cosmopolitan for September is full of interesting articles on the Pan-American Exposition, largely devoted to what people ought to enjoy. Mr. Dooley was there, and decided that "f'r wan man that goes to a wurruld's fair to see how boots is made, they'se twinty goes to see th' hootchykootchy, an' that's where th' wan lands finally." It is his opinion that people get up fairs "f'r th' advancement iv thought an' th' gate receipts, but they're run for a good time an' a deffycit." Mr. Hinnissy asked whether they do the city any good, and the sagacious Dooley answered: may not do th' ctiy anny good, but they're good f'r th' people in it. An' they do th' city good in wan way. If a city has wan fair, it niver has to have another." Robert Grant is no more enthusiastic than might have been expected of the author of "Unleavened Bread"; "One seems to be Walking through a park of South America palaces. Possibly it is the mental effect of being in South Ameriof the province, who are beginning to | ca which restrains the soul from comrealize that equal or superior advantages to any offered to land-seekers customed to think of South America customed to think of South America in superlatives." Albert Shaw finds the chief value of

such expositions in the architecture: "The 'White City' in Jackson Park gave millions of Americans for the first time in their lives a conception of harmony in the architecture of buildings placed near one another in towns. That conception is now influencing the development of hundreds of cities and towns in the growing and prosperous West."

And this is likely to be the chief residual effect of these fairs. John Brisben Walker regrets, as all must, their impermanence: "Another million or at the most two millions would have left every well in the most durable of materials. What a pity, then, what a waste that this small additional sum should not have left the work of great artists in living form?" might be a problem to use and keep up so many buildings, but it certainly is too bad that one or two cannot survive. And Mr. Walker draws this contrast between individualism and collective effort: "How was this marvel of construc-

tion brought about? Why three miles away are a thousand beautiful lakes in the world. They shapes piled garishly together, and have already attracted many tourists here this dream of perfection? The answer comes-it is but the difference in systems. One represents human effavorite canoe routes. With direct fort disastrously expended under individual guidance in the competitive system, which takes no thought of One of the most interesting articles

is the statement by C. Y. Turner, of the way in which he worked at the color scheme of the fair, with the help of a model which covered a space of 12x16 feet. He gives this clew to the color system

"Since I wished in some way to emphasize the great power which was being used to run the exposition, the beautiful emerald-green hue of the curls over the crest of Niagara Falls seemed to me a most fitting note to carry through the exposition, and I therefore adopted it. and this color is found on some portion of every building." It seems to be pretty generally

agreed that Mr. Turner's coloring, while in some instances rather crude and garish, is, on the whole, success-

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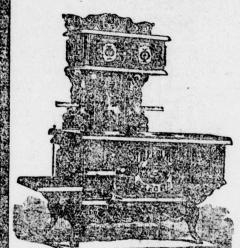
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