

THE EYES OF SCHOOL CHILDREN

Should be examined by a competent optician at least once a year. The so-called dull boy is often a smart boy with weak eyes as a handicap.

Our Optical Department is open at any time for the FRER examination of the eyes of any child who brings a written request from a parent or guardian that the eyes should be examined.

A. I. McCall & Co., Limited, Druggists and Opticians
Temporary Premises—Opera House Block

DRS. CORNELL & FISHER

...DENTISTS...
208 SIXTH AND KING STREETS
OVER THE BEE HIVE
PHONE: Office 217. Residence 448

LOCAL

B. Cooper spent yesterday in Detroit.
Entire change of program at Wonderland to-night.

J. A. McVean, of Dresden, is a city visitor to-day.
40 Pairs, sizes 9-12 to 11 in \$4 and \$5 Shoes, at The 2 T's.

John Fraser, of Wallaceburg, is in the city on business.
Millinery Apprentices Wanted. Apply Wm. Foreman & Co.

Geo. Stover, of Ridgetown, is in the city visiting friends.
John A. McPherson, of Ridgetown, is in the city to-day on business.

See our big Window Display of \$10 and \$20 Suits for \$7.50. The 2 T's.
F. H. Eward, V. S., of Wallaceburg, was a city visitor yesterday.

Miss E. Holmes, of Cowan's shoe store, is having a two weeks' vacation.

Thomas Hall, of the Merchants' Bank, this city, is holidaying at his home in Bothwell.

Miss Belle Kitchen has returned home, after spending a few days in Pontiac, Mich.

Lou King, of the Post Office staff, has returned, after spending a few days in Toronto.

While at Toronto Fair tell everybody about the New York Clock Store Bankrupt Sale.

Mr. and Mrs. A. P. McKishnie and little daughter Phyllis are spending a week's holidays in Toronto.

Reginald Miller is expected home from the Northwest to-morrow, after a month's vacation.

Will McKay, of Wilkesboro, has secured a position as timekeeper in the Kent Canning factory.

Come and choose your Winter Jacket Now. 127 new samples. Exclusive styles. Bankrupt prices. New York Clock Store.

Mr. R. L. Boden will not open the New York Clock Store, Saturday morning. The manager will do that himself. Come for bargains!

Mrs. John McKishnie, of Cedar Springs, has returned home, after spending two weeks the guest of her daughter, Mrs. W. W. Snider.

Lost—Tuesday, a \$50 Bank of Toronto, yesterday, a \$50 Bank of Toronto bill and a check on Dominion Bank for \$15 in favor of C. O. Shea. A liberal reward will be given for return of same to this office.

Word has been received by S. J. Harvey, of Charing Cross, that Dr. George Holbrook died on Aug. 17th, in Huntington, Ark., in his 87th year. The deceased was a resident of this county for many years.

Lost—On Tuesday evening, between Lawyer White's residence, and the apple wherry, Park avenue west, a black huggy whip, also a breast collar and tugs, between Park Ave. and Wellington St., on Laurox St. Finder will please return same to this office.

R. D. Hunt, of Hamilton, general foreman of the underground department of the Bell Telephone Company, is in the city to-day in the interests of the company. He stated that he expected to start work on Fifth Street and intended to lay five ducts. It is the intention of the company to use the underground system wherever there is paved streets, and in this way the unsightly posts will be done away with.

The Maple City Bowling League will open up on Monday night and a series of games has been arranged. The following are the teams in the league:—Grand Operas, Captain J. West; Shamrocks, Capt. Robt. Stewart; Crescents, Capt. Wm. McFarlane; Nationals, Capt. Frank Shoridan; Orioles, Capt. W. Dean; and the Maple Leaf team, Capt. B. Stewart.

The death of Rhoda Ellen, the infant daughter of Mr. and Mrs. Fredrick Steers, corner Laurox St. and Patterson avenue, took place yesterday, after a short illness. She was only fourteen months old. The funeral will be held on Saturday at two o'clock, and the remains will be interred in the Maple Leaf Cemetery.

GREAT LAND.

What's your objection to the farm, mister?
The land appears to be sunken.
Oh, that's owing to the crops all being so heavy.

The trouble about a good time is that most people do not agree on what it is.

GERMAN PICNIC

The Annual German Picnic was held yesterday afternoon, in the beautiful grove belonging to Mr. Green, on the 3rd Concession of Harwich, and was a most successful event.

A large number of people were present, and a good program was given. Or's Orchestra supplied the music for the afternoon proceedings, and dancing was indulged in during the afternoon and late in the evening. Mayor Stone acted as chairman, and speeches were given by H. S. Clements, M.P., B. A. Williams, of the Sovereign Bank, A. B. McCall, M. P. P., and Dr. Hall. A fine supper was laid out, and everyone partook of the same.

Bad Water at Petawawa.
Kingston, Ont., Sept. 6.—An analysis was recently made of soft drinks used at Petawawa Camp, and it has developed that the water used was seriously contaminated, and to its use most likely was due the cases of typhoid fever which developed. Some eight persons contracted the disease and several are still in the Pembroke Hospital.

Destroyed the Books.
New York, Sept. 6.—The district attorney will be asked to investigate the destruction of books and records of the Interboro-Metropolitan Co. prior to 1902.

Lord Chancellor Sails.
London, Sept. 6.—(C. A. P.)—The Lord Chancellor, accompanied by John O'Connor, M. P., sailed for Canada yesterday.

Sound judgment doesn't always make the most noise.

Did the earthquake do much damage to your farm? asked the visitor.

Did You Ever Stop To Think

That we keep the freshest, newest, and most up-to-date Grocery Stock in the city; and did it ever occur to you that you should deal here, for, if you don't, you will lose, because you will miss some of our bargains, and we lose because we miss your pleasant smiles of satisfaction.
Give us a call, or 'phone your order to No. 482.

West End Grocery

COR. GREY AND WEST STREET
Phone 402.

We Handle Everything

in the rubber line, sold in the drug store.
Anything that has to be made up specially, like elastic stockings.
We can secure within a few days.

Everything in Rubber

Atomizers 50c to \$1.00
Fountain Springs 75c to \$2.00
Hot Water Bottles 75c to \$2.00
Baby Comforts 5c and 10c
Ear Springs, Nipples, etc.
"See Our Window"

S. F. PARK & CO.,
Druggists
5 Doors East of Market

TO COMPLETE THE BRIDGE ENGINEER TELLS STORY

Government Determined to Hold the Company Responsible

The Quebec Disaster Was Not Caused By a Crack

Quebec, Sept. 6.—The coroner's inquest into the bridge disaster was yesterday adjourned until the Government's commissioners complete their investigations.

Alexander Oulmet, who testified that there was a crack of three-quarters of an inch broad and 20 inches long in the abut of the main pier, was called to complete his evidence. He testified that the plate in question was six feet long and three-quarters of an inch in thickness, the crack was the full depth of the plate and 20 inches in length. There were bolts and rivets in the plate.

He had first noticed the defect in May last, and in July, but did not inform the inspectors or engineers of the bridge. Alfred Emond and Zephirin La France, to whom he had shown the defect, were both victims of the accident.

Raoul La France, the next witness, corroborated the evidence of the previous witness; the crack went right through the plate.

Mr. McCall, C. E., was recalled, and asked if he had noticed the crack referred to. He said that he had not, also that he had inspected the plate on different occasions. In reply to the coroner, he said the crack in question or any piece would naturally weaken the structure. He said on May 23, July 24 and Aug. 23 of this year, he inspected the plate in question. The crack would not cause the wreck of the bridge. He had a record that the plate was bent, but it was not a fault, being crimped when it left the shops, and an enforcement place used.

It was possible for an inexperienced eye to take the crimp in the plate for a crack. It was intended for a wind brace. He would not have considered a crack of sufficient importance to have reported it to the chief engineer.

Mr. Kinlock, inspector for the Quebec Bridge Co., said he had made his last inspection 15 minutes before it went down. The plate in question was crimped, but not cracked. He had seen No. 9 chord since the accident, and it was bent almost in the shape of an S. There must have been strain at both ends. He knew of the defect, having discovered it at 9 o'clock Tuesday morning, Aug. 27, and considered it a serious matter. The end damaged was subsequently repaired, and the report conveyed the impression that it was perfectly safe.

Must Complete Bridge.
Montreal, Sept. 6.—On Tuesday last Sir Wilfrid Laurier paid a visit of inspection to the ruins of the Quebec bridge.

The Premier expressed his profound grief to those about him, and, later, to relatives of workmen who lost their lives.

Sir Wilfrid had no formal interviews with officials of the Phoenix Bridge Co., but made a number of enquiries into the immediate circumstances connected with the collapse.

Although no official announcement has yet been made, it is stated on the highest authority that the Dominion Government has decided to take a very firm and definite stand in the question of responsibility.

It is now appears to be certain, the result of the official enquiry proves that the piers were in no way responsible for the collapse, the Dominion Government will hold the Phoenix Co. in all details strictly to the actual text of the contract.

That is to say, the company will be held directly responsible for the disaster, will be required to rebuild the bridge as if no accident had occurred, and in addition the Federal Government will require the company to meet all requirements of such penalties as may be provided in the contract for non-completion by date specified.

Sir Wilfrid is determined that the bridge shall be completed, and with this end in view the Government will, if necessary, take the most drastic steps to enforce the completion of the contract.

Four More Suits.
Montreal, Sept. 6.—Four actions for damages, aggregating \$25,000, were entered in the Montreal court yesterday against the contractors of the Quebec Bridge Co. by the relatives of four Indians who were killed.

Diver's Awful Sight.
Quebec, Sept. 6.—A diver who went down beside the bridge wreck tells a gruesome tale of what is to be seen. He says that he could see several bodies pinned under the ironwork in the deep water in all sorts of positions, and some standing upright.

The diver declared that he would not go down again, as the sight was a terrible one.

It is not the sign of the cross, but the spirit of the cross that makes true religion.

It's Always Going up in Value
There's no investment so sound and stable as good.

HOUSE PROPERTY
The values will soar, but the property itself is firmly anchored, solid and substantial. Put your money in something real and tangible.

NOTHING BETTER THAN REAL ESTATE
FOUR GOOD FARMS FOR SALE
160 acres in Dover 65 acres in Harwich
200 acres in Harwich 120 acres in Harwich
We also have several good bargains in town property which we would be pleased to have you look over.

SMITH & SMITH, REAL ESTATE AGENTS

He Was Not Trying to Make up Lost Time

It Was His Third Trip Out With a Passenger Train

Toronto, Sept. 6.—Samuel Mossop, for 25 years employed on a bridge and track repair gang about the fatal Caledon "horseshoe curve," and who saw the ill-fated train leave the track at the time of the accident, Tuesday, swore last night, before Coroner Johnson, that the train was going 35 miles an hour when it left the rails. He jumped the fence enclosing the right-of-way, fearing that the train would leave the rails. He had seen many trains round this curve before, but had never entertained this fear.

The train left the rails before it reached him.

George Hodge, the 23-year-old engineer, who ran a passenger train for the third time in his life when he took out the passenger special, declared that the speed of the train at the point of leaving the rails was between fifteen and twenty miles, and that the brakes were on.

He swore, however, that he had advanced a considerable distance along the curve and down the grade before he applied the brakes, but that he had shut off steam and advanced under the gained speed at the slow-board sign before the grade. He said that he was not over-worked, and had had plenty of sleep, although he had not been off duty the night before.

It is likely that the investigation opened here will be the only one at which evidence will be heard.

Crown Attorney W. H. MacFadden of Brampton, who is conducting the enquiry for the crown here by order of the Attorney-General, and who is acting at the Caledon inquest, said last night:

"The other inquest will likely be abandoned. It would be foolish to hear the witnesses twice, and they will all be heard here."

The first witness heard was Geo. A. Walker, of the C. P. R. solicitor's department, who stated that he had the will of Richard Bell while on the train coming to Toronto.

Train Despatcher's Evidence.
W. H. Allison, the train despatcher of the railway at Toronto, was an important witness. He was on duty at the time of the wreck, and said that the wrecked train was a special with a special schedule. The train started from Markdale, and was to stop for passengers between that point and Orangeville. He was not on duty when the train started, but it left at 7:30, an hour and 20 minutes late. It arrived at Caledon Station at 9:30, and left at 9:21 o'clock. The train had four coaches behind engine 555, leaving Markdale. These were all passenger coaches.

His first word of the accident was from the agent at Cardwell Junction, who wired at 10 o'clock that the train had been ditched at Caledon Mountain. He could not fix the exact time of the wreck definitely. It went the 45 miles between Markdale and Orangeville in an hour and 20 minutes without about five minutes off for stops. The regular took one hour and 35 minutes to run 37 miles, taking as much time for stops. The despatcher more time in stops.

On the schedule the train was given two hours between Orangeville and Toronto, while the regular steamboat express makes the run in an hour and 20 minutes.

John Fairbairn, C. P. R. division engineer, identified a blue print of the curve. The maximum grade was 1.8, and at the scene was 1.6. The curve is the sharpest under his jurisdiction. He examined the track after the accident, and found it in good shape. He could only account for the accident by excessive speeding.

Engineer's Story.
George Hodge, the engineer on the ill-fated train, was next called. Mr. Robinette, his counsel, objected to the witness giving evidence. He also asked that Coroner Johnson should give him protection against criminal prosecution. It was ruled by Coroner Johnson that the witness must answer all questions, but his answer to any question likely to criminate him to which he objected would not be used against him.

The witness went on to tell of his trip, beginning at the start from Markdale. He shut off steam about 250 yards before the slow board at grade. On the first curve he applied the brake, and felt it take hold about a quarter of a mile before the engine left the rails with seven pounds pressure on the air brakes.

He judged that the speed was sufficient to ensure safety. He was about to release the brake, having reached the toe of the horseshoe, but did not do so. He felt the engine jolt.

He thought that the engine was running 15 to 20 miles an hour on the curve.

He repeated his testimony as to precaution at this point. He was not trying to make up time, having left Caledon only one minute behind the time of his orders. These orders were filed by Mr. Robinette.

His conductor, he said, in answer to Mr. MacFadden, had not remonstrated with him as to the speed he was making on the fatal trip. The slowboard is the only order special for the horseshoe. This means "slow down," but the degree of speed is left to the engineer. It is the most dangerous curve on the road, and the grade makes it more so. Anything less than 25 miles an hour, the witness thought, would be a safe speed on the curve.

The witness did not know what caused the jolt which released the brake. He had been in a wreck before. When the jolt came the engine had not left the rails. He applied the emergency brake, because he felt the engine leaving the tracks. When he went back to the engine the throttle

was slightly open, but the witness could not possibly have done this. The brake was on, but not quite to the emergency position.

The witness could not say what was the cause of the accident.

In answer to a jurymen the witness said that 20 miles an hour would be his maximum speed between Caledon and the scene of accident.

The inquest adjourned to meet again Wednesday of next week.

Funerals of Victims.
The funerals of several victims of the wreck took place yesterday, amid scenes of general mourning. At Flesherton, the arrival of the body of Robert Carr was delayed owing to the remains of James Buller of Priceville having been placed in the wrong casket. It was not until the body of Robert Carr had reached Flesherton that the mistake was made known to the railway authorities, and no time was lost in returning the body to Shelburne.

It is said that there is not a house between Markdale and Caledon but what has felt the effect directly or indirectly of the disaster. At every station between the two places a crowd of people awaited the arrival of some of those whom they had not seen since Tuesday, and there were many pathetic welcoming scenes.

William Whitehead of Shelburne is said to be in a serious condition.

A farmer who lives not far from the scene of the wreck stated that no less than four wrecks have occurred below this place in the past six months, nine of them serious. In one case, where several freight cars were derailed, the auxiliary itself left the track while hurrying to the scene.

Charles Bellamy, who is in the Western Hospital, says that for some time he was pinned down on top of the bodies of three of the killed.

MURDERED IN COLORADO.
Charles R. Gorton Shot on Road by Unknown Man.

Toronto, Sept. 6.—C. M. Gorton, president of the Grimsby Park Co., has received word from Colorado of the murder of his nephew, Charles R. Gorton, a young man recently married, and who had just graduated from the State Agricultural College.

Mr. Gorton was about to purchase a farm to work scientifically and was, in company with his wife, looking over a piece of land. He got out of the buggy to fix the top, when an unknown man appeared and shot him. Mrs. Gorton got her husband into a rig and took him to a farm house. He died next day.

A large reward has been offered for the capture of the murderer.

ARE YOU COURTING TROUBLE.
Do not neglect your kidneys and thus court the return of your old friend Rheumatism for the winter. Start at once taking "Bu-Ju" and by winter your kidneys and system will be fortified against Rheumatism or any other kidney trouble. 50 pills, 50c; a box, at Turner's Drug Store, 28, King Street.

NOTICE
Chimney and furnace cleaning, carpets cleaned and put down, retaining chairs, painting, paper hanging, promptly done.
Call at 160 King St. East, or address:
A. BROWN,
Chatham P. O.

MUSICAL.
MR. SAM. I. SLADE, Basso, of Detroit, will resume his classical voice culture in this city, on Monday, September 9.
Studio, corner of King and Fifth Streets, over C. P. R. Telegraph offices.

WANTED.
WANTED—Hay press to rent. Box 7, Planet.

WANTED—General Servant. Apply to Mrs. F. A. Robert, Wellington Street.

GIRL WANTED. In a family of three. Apply to Mrs. J. W. Wilson, King St. West.

WANTED. Local organizers and route men. Apply Alfred Tyler, wholesale tea importer and spice grinder, London, Ont.

WANTED. A Girl for General Housework. No washing or ironing. Apply to Mrs. W. B. Rispin, corner King and Laurox Street.

HORSE WANTED. A good driver, will buy, or keep it for a few months, giving it the best of care. Address P. O. Box 128, or apply at this office.

FOR SALE OR TO RENT
FOR SALE—Two cars pine and hemlock sheathing at \$18.00 per thousand feet. Apply Box 7, Planet.

HOUSE AND LOT FOR SALE. Cheap—On Laurox Street, east side, next north C.P.R. Railway. Good furnace, and in good condition. Liberal terms. Apply to Ward Stanworth, Solicitor, Chatham, Ont.

FARM FOR SALE. I have for sale 128 acres of land, being part Lot 23 and part Lot 24, 10th Con., Baldoon Road, Dover Township, owned by Chas. McKnight.

Also 50 acres, part Lot 14, Con. 10, Dover Township, owned by Nelson Marchand, Henry Dagnieu.

BOARDING. For one or two young men, in private house, near C. P. R. Station. Terms moderate. Apply this office.

HORSES ASTRAY. From Lot 16, Con. 6, two Mares, three years old. One imported Clyde, brown, with white star and white hind fetlock. Other a black Percheron with white in forehead. A reward will be paid for any information that will lead to their recovery by the undersigned, Alex. McFarland, Chatham.

The NEW JACKETS

ARE HERE!

This week we have been busy receiving our stock of Ladies' Fall Jackets.

You will find we have a splendid variety to show you both in blacks and the new Fancy Overchecked Effects. A full range of sizes and styles, at

\$10, \$15, \$19.50 and \$25

EARLY BUYERS WILL BE ABLE TO SECURE EXCLUSIVE NOVELTIES!

SPOTLESS STEAM SPONGER FOR DRESS GOODS

This season, in order that our customers may have the very best of service from their dresses, we have purchased and installed a SPOTLESS STEAM SPONGER, the only machine made that is guaranteed to Shrink and Sponge Dress Goods so perfectly that they will not spot. A charge of 5c per yard will be made and you will find the beneficial results will well repay you for the small outlay.



New Fall Raincoats

A Raincoat is better than rheumatism and costs much less.

Pneumonia comes cheap but goes high.

A GENUINE CRAVETTE RAINCOAT on the back is worth two umbrellas in the hand.

The Cravetting process don't make the fabric air tight, nor yet deluge proof; does make it non-absorbent of moisture and odorless, all without changing its appearance.

An Ideal Raincoat and Fall Overcoat Combined

\$7.50, \$10, \$15

A Rain Coat is a necessity—not a luxury.

See The Austin Special Raincoat at \$7.90—worth \$10

In plain Gray's Fancy invisible stripes and overplaid all sizes.

First Shipment of New Fall Hats FOR MEN

Latest American and English Blocks—Fedoras and Derbies.

See The Austin Special Hat at

\$2.00

No better anywhere at \$3.00.

SAMPLE LACE COLLARS, BELTS and BAGS

One of our buyers during a recent purchasing trip, was fortunate in securing a large importer's set of manufacturer's samples in the above lines at

Almost Half

the regular prices. No two articles of the same pattern, and the designs are the latest ideas in high-class novelties.

Exquisite Baby Irish Collars, Handsome Belts in silks, leather and beaded work, and Charming Hand-Bags are here to select from at a very great saving in price.

C. Austin & Co.

Kent County's Largest Retailers

CHATHAM AND DRESDEN