

CASTORIA
For Infants and Children.
The Kind You Have Always Bought Bears the Signature of *Dr. J. C. Hutchins* In Use For Over Thirty Years **CASTORIA**
THE CENTAUR COMPANY, NEW YORK CITY.

Caintown Honor Roll
AUGUST
Sr. 4th—Olive Tennant, Haze Dickey.
Jr. 4th—Ivin Hodge, Wilbert Purvis.
Sr. 3rd—Iva Nunn, Beatrice Dickey.
Jr. 3rd—Raymond White, Harold White.
Sr. 2nd—Nina Tennant, Wilfred Dickey, Edward Tennant, Harold Andrews.
Jr. 2nd—Olivia Andrews, Harford Nunn, Harold Powell.
Sr. 1st—Wesley Hodge, Charlie White.
Jr. 1st—Mabel Andrews, Leone Dowdley, Victor White.
Aggregate attendance, 177; average, 17.7.
Maude Avery, Teacher.

Recipe for Scandal Monger
Take a grain of falsehood, a handful of rumor, a sprig of herb of backbite, a teaspoonful of don't you tell it, six drachms of malice, and a few drops of envy. Stir well and let simmer for an hour. Add a little discontent and jealousy, then strain through a bag of misconstruction. Cork it in a bottle of malevolence and hang it on a skein of street yarn. Shake it occasionally for a few days and it will be ready for use. Take a few drops before going out to walk, and you will succeed.

Sleeplessness
You can't sleep in the calmest and stillest night, if your stomach is weak, circulation poor, and digestion bad. Hood's Sarsaparilla strengthens the stomach, improves the circulation, perfects digestion, and brings about that condition in which sleep is regular and refreshing.
It does not do this in a day, but it does it—has done it in thousands of cases.

Pain anywhere, pain in the head, painful periods, Neuralgia, toothache, all pain can be promptly stopped by a thoroughly safe little Pink Candy Tablet, known by Druggists everywhere as Dr. Shoop's Headache Tablets. Pain simply means congestion—undue blood pressure at the point where pain exists. Dr. Shoop's Headache Tablets quickly equalize this unnatural blood pressure, and pain immediately departs. Write Dr. Shoop, Racine, Wis., and get a free trial package. Large box 25 cts.—Druggists. All dealers.

Dr. S. E. THOMPSON, V.S.
(GRADUATE Ontario Veterinary College. Thirteen years experience in general practice. Day or night calls attended to promptly.
Office—Main Street, Athens, next door to Ketter's hardware store.
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GENERAL AGENT
LONDON LIFE INSURANCE CO
VANLEEK HILL AND ATHENS ONT

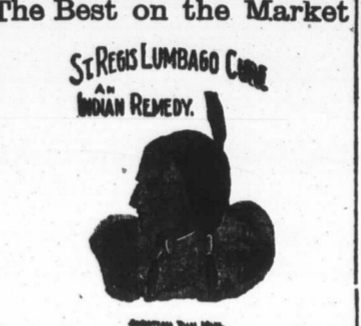
B. W. & N. W.
RAILWAY TIME-TABLE
GOING WEST
No. 1 No. 8

Simplicity's Saving Grace
"I like simplicity" said U. S. Senator Beveridge. "Simplicity saves us a lot of trouble, too."
"Two men met in front of the Blank Hotel the other day and fell into a political argument. They were ordinary, everyday sort of men, but one of them had an extraordinary flow of polysyllabic language. He talked half an hour, and his companion listened in a daze.
"And now," the speaker pompously concluded, "perhaps you will coincide with me!"
"The other's face brightened up.
"Why, yes; thanks, old man" he answered heartily, moving towards the barroom door, "I don't care if I do."

Fire Insurance
E. J. PUROCELL
AGENT for the Royal, Monarch, Waterloo Mutual Fire Insurance Companies. Risks promptly effected.
Office and residence, Henry Street, Athens

Local Salesman WANTED FOR ATHENS
and surrounding country to represent
"Canada's Greatest Nurseries"
A permanent situation for the right man, for whom the territory will be reserved. Pay weekly; Free equipment.
Write for particulars.

Stone & Wellington
Front Hill Nurseries
(OVER 800 ACRES)
TORONTO - ONTARIO



The Best on the Market
Guaranteed to Cure Lame Back or money refunded!
An excellent remedy for Rheumatism, Lame Back, Etc., Etc.
Read the following testimonial from a man you all know:
Forfar, Feb. 6, 1907
Mr. W. A. Singleton, Crosby, Ont.
Dear Sir,—Being laid up with lame back, I thought I would drop you a line to tell you that your St. Regis Lumbago cure will do all you claim for it, as I have only used part of the bottle and I feel no returning symptoms of the disease. I may say I have been troubled with lame back for the last ten years, and tried several other patent medicines but without result. I can heartily recommend it to any troubled with lame back, and I feel safe in saying that it's the cheapest medicine on the market.
Yours truly,
JAMES McCUE
If your dealer does not keep this medicine kindly ask him to order same for you as any sized order will be filled promptly.
First order, receipt prepaid.
Yours truly,
W. A. SINGLETON

CANADIAN PACIFIC RY.
Cheap Rates From Brockville
Ottawa Exhibition
Going Sept. 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1907. \$1.50
Return limit Sept. 23, 1907. 2.50
Sherbrooke Exhibition
Sept. 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1907. 2.50
Return until Sept. 16th, 1907.
FARM LABORERS' EXCURSIONS
2nd CLASS
To Manitoba, Saskatchewan and Alberta, Moose Jaw and East. \$12.00
Good going from Brockville, Tuesday Sept. 17, 1907.
Homeseekers' Excursion August 27, September 10 and 24 to the Canadian West. 60 DAYS and Return—Low Rates
COLONIST RATES
On sale daily until October 31, 1907
SEATTLE, VICTORIA, VANCOUVER and PORTLAND. \$47.15
ROSELAND, NELSON, TRAIL, ROBINSON, SPOKANE. \$44.65
ANACONDA, BUTTE, HELENA, SALT LAKE. \$44.15
SAN FRANCISCO, LOS ANGELES. \$48.90
Brockville City Ticket and Telegraph Office, east corner King St. and Court House Ave.
GEO. E. McGLADE, CITY AGENT

1907 R & O NAVIGATION CO.
Toronto—Montreal Line
Change in Time
STEAMERS
"KINGSTON" — AND — "TORONTO"
FROM BROCKVILLE
Until Sept. 15th, Daily
Eastbound at 8:45 a.m.
Westbound at 12:45 noon
From Sept 16th to Oct. 1st, Tuesdays, Thursdays, Sundays
Hamilton, Bay of Quinte and Montreal Line
Steamers "Hamilton," "Belleville" and "Pictou"
EAST BOUND—Sunday, Wednesday, Friday 10:45 p.m.
WEST BOUND—Tuesday, Thursday, Saturday 2:30 p.m.
The Rapids and Islands by daylight.
Ask for Illustrated Folders.
For tickets and berth reservations apply to
GEO. E. McGLADE, Ticket Agent,
R. & O. N. Co., Brockville, Ont.
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PATENTS PROMPTLY SECURED
Write for our interesting books "Inventor's Help" and "How you are swindled." Send us a rough sketch or model of your invention or improvement and we will tell you free our opinion as to whether it is probably patentable. We make a specialty of applications rejected in other hands. Highest references furnished.
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Civil & Mechanical Engineers, Graduates of the Polytechnic School of Engineering, Bachelors in Applied Sciences, Laval University, Members Patent Law Association, American Water Works Association, New England Water Works Assoc., P. Q. Surveyors Association, Assoc. Member Can. Society of Civil Engineers.
OFFICES: NEW YORK LIFE BLDG., MONTREAL, Q.B.C. ATLANTIC BUILDING, WASHINGTON, D.C.

Fall Term FROM SEPTEMBER 3
OTTAWA Business College.
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Cor. Bank and Wellington Sts
Business - Shorthand - Telegraphy
Write for our new prospectus. We have one for you.
H. G. W. BRAITHWAITE, Prin.

OGDENSBURG, N. Y. FAIR AND HORSE SHOW
SEPTEMBER 24, 25, 26, 27, 1907
The Peer of All—Some imitate, but none equal. Educational, Interesting, and Entertaining.
It is one of the Leading Out-Door Horse Shows of both the United States and Canada and will bring together Horses as fine as can be seen at any exhibition in the world. The exhibition of Cattle will be large in number and in quality cannot be excelled. The show of Poultry will be immense and all fanciers in this line will be more than pleased. All who are interested in Sheep and Swine will find many animals that will attract their attention. The display of Dairy Products will be unusually large. Trotting Pacing and Running Races every day. Remember all entries of Horses, Cattle, Sheep, Swine and Poultry must be made on or before Tuesday, September 17th.

Floral Hall
"A Thing of Beauty is a Joy Forever"
This year Floral Hall will be a thing of beauty. The managers have made arrangements at great expense with the celebrated florist, John Lawrence, for the erection of a mammoth pyramid of cut flowers, flowering plants, ornamental plants, etc., etc., in the centre of the hall.
It will be magnificent and will be viewed with pleasure and admiration by thousands who visit the Fair.

MUSIC
Those who listened to the music at the Ogdensburg Fair and Horse Show last year remember it with pleasure. This year it will be excelled.
SIGNOR GIUSEPPE SIRIGNANO
Acknowledged to be the greatest leader Italy ever sent to our shores, will be present with his famous
Banda Roma of Forty Pieces
It is considered to be the finest Italian musical organization in the United States. This band will be on the grounds the last three days of the Fair.

Grand Concert
Thursday Evening, September 26th, a Grand Operatic Concert will be given in the Opera House by
MISS BESSIE ABBOT
Of the Grand Opera House, Paris, and the Metropolitan Opera House, New York. Miss Abbot is one of the greatest of living sopranos and her singing has attracted the notice of the music loving people of the world.
SIGNOR CAMPANARI
Of the Metropolitan Opera House, New York. One of the leading baritones of the day. Has no equal.
SIGNOR ED. CASTELLANO
Grand Opera House, Milan. One of the finest tenors in this country. These artists will be assisted by the full Banda Roma. No such musical treat was ever offered in this section of the country.

The Managers extend a cordial invitation to the people of Northern New York and Canada to attend and exhibit.
THE GREATEST AND BEST OF ALL. IT WILL BE A GALA WEEK
Robert J. Donahue, Treas. Louis C. Nash, Sec'y William H. Daniels, Pres.

THIS ORIGINAL DOCUMENT IS IN VERY POOR CONDITION

Every Wife Ought to Have Wages.

(By James Douglas, in Chicago Tribune.)
The statistician in a candid friend of man, and she tells him frankly what she thinks of him in her instructions to her servant...

ment in Great Britain have been undertaken by special harbor trusts in which the municipalities are the most conspicuous...

SECRET SKIN TROUBLES

Have you on some part of your body a sore, or eruption, or some other skin trouble...



WEEDS OF VALUE. New Zealand flax is one of a number of wild weeds that yield their gatherers...

The London County Council and the city of London, with the corporations of Oxford, West Ham and Reading, and several County Councils...

In Germany the municipal docks of Hamburg, with their network of railway tracks and large public storage warehouses...

In France the harbors, ports and docks form part of the national highway system under the central Government Bureau of Ports and Canals...

The work of harbor improvements in the United States is sharply distinguished from the ownership and management of docks and wharves...

FLIES AS DISEASE BEARERS. The Common House Variety Are a Menace to Health.

The United States Department of Agriculture has started a crusade against the common house fly and is carrying on extensive experiments as to the best way of banishing it from the abodes of men.

It is a matter that has been entirely overlooked, said Dr. C. O. Probst, recently, "but we now know that the common house fly is an agent of importance in carrying the germs of typhoid fever."

For Fashion's Sake. She—to satisfy me you must make my shoes—Shoemaker—Very large inside and very small outside?

True Freedom. "I thought you were married, and yet you're sewing on your own buttons!" "If I am married, but I keep my independence, let me tell you."

You don't hear the honest toper say, "An sober second thought?" Down by the seaside they tarry, As happy as they can be, For they get their board for nothing—The moquito and the flea.

MILKED BABIES.

A curious mistake recently occurred at the Hospital des Amalgués, France. Two young women had been there. One had given birth to a boy and the other had given birth to a girl.

Soon afterward one of the mothers returned to the hospital in tears. Her child was a boy, but on returning home she discovered that the nurse had handed her a girl.

A scene of great confusion occurred, as nobody knew the address of the other mother. At last, toward midnight, the other mother arrived, greatly excited, complaining that she had been given a boy in mistake for her girl baby.

Entertainment at Esperanto. Everything was done in Esperanto—the songs, admirably rendered by a local choir, the secretary's statement, the presidential address, the speeches by delegates of various nationalities...

English Spavin Liniment. Removes all hard, soft or calloused lumps and Membranes from horses, blood spavin, curbs, splints, ringbones, swellings, sprains, sore and swollen throat, coughs, etc.

Managing a Husband. Montrouge, who has just returned from 70 years' residence within a few miles of the North Pole, tells of a curious custom existing among a colony of Poles who dwell there.

Itching, Bleeding Piles. Itching and bleeding stop as soon as you apply that splendid Ointment—Mira.

Teething Babies. are saved—suffering—and mothers given rest—when one uses Nurses' and Mothers' Treasure.

CARE OF THE LAWN. Mow it Often, Water it Well, Use a Good Commercial Fertilizer.

A WELL-KNOWN MAN. Minard's Liniment Co., Limited. Dear Sirs—I can recommend your MINARD'S LINIMENT for Rheumatism and Sprains...

Couldn't Draw It. A teacher in a certain eastern school asked her class to draw a picture of that which they wished to be when they grew up.

The Hypothetical Question. "Miss Pritty," said the young lawyer with the high brow and the Henry Clay forelock, "let me ask you a hypothetical question."

Proved His Mettle. The Sultan of Morocco is barbarous in his methods in spite of his acquaintance with European civilization.

Chinese Studying Languages. "China is doing more to advance herself in the educational way than ever before," said Wu Ting Song, a dealer in raw silks and tobacco...

New Way to Cut Steel. A new method of cutting steel is said to have been patented by a Berlin engineer.

Mrs. Muggins—I admire your husband's taste; he dresses so quietly. Mrs. Buggins—Humph! You should have heard him this morning when he couldn't find his collar button!

WILSON'S FLY PADS



WILSON'S FLY PADS. Kill them all. No dead flies bring advice when used as directed.

DRUGGISTS, GROCERS AND GENERAL STORES. 10c. per packet, or 3 packets for 25c. will last a whole season.

Itching, Bleeding Piles. Itching and bleeding stop as soon as you apply that splendid Ointment—Mira.

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Marquisito.

On one stage of that hot journey I had a long talk with him. I looked with interest, as we sat together in his private car, at the figure before me.

The thickest body proclaimed that physical vigor of the man which is to-day almost a proverb in Japan. "To sit sixty could do more than three young men at twenty!" your Japanese neighbor will tell you.

She Knew the Breed. The Bishop of Maryland was much interested in uplift work among the lowly, and maintained a school for neglected children in one of the poorer quarters of Baltimore.

Encouraging Storage of Coal. At the solicitation of some Western railroads, the Interstate Railroad Commission has sanctioned a reduction of 25 cents on coal shipped in certain parts of the West during the months of July and August.

The Walls of Jericho. Professor Sellin's excavations at the site of the ancient city of Jericho are yielding unexpectedly rich treasures.

Minard's Liniment Cures Burns, etc. The Pedlar People. Chinese Studying Languages.

New Way to Cut Steel. Mrs. Muggins—I admire your husband's taste; he dresses so quietly. Mrs. Buggins—Humph! You should have heard him this morning when he couldn't find his collar button!

We Hail From Hull and Want Grocers and All Other Users Everywhere to see that they are fully stocked with EDDY'S self-opening, square bottom Paper Bags.

EDDY'S self-opening, square bottom Paper Bags. the strongest and most perfect bags made. Always Everywhere in Canada. Ask for EDDY'S BAGS.

Celluloid Starch. A sample of Celluloid Starch. Send us your name and address and we'll forward you a quarter-pound package of Celluloid Starch and a Painting Book with colors for the little folks.

Celluloid Starch. Don't send any money—they're free. We just want to get you acquainted with Celluloid Starch—the starch that requires no cooking, never makes the iron stick and gives the best results.

Celluloid Starch. Send your address to-day to The Standard Starch Works, Limited, Bradford, Canada.

Celluloid Starch. Ambition is but the evil shadow of aspiration.—Macdonald.

GO TO DEATH ON EXCURSION TRAIN.

Seven Persons Lose Their Lives and Many Hurt in Wreck at Horseshoe Curve--Condition of Injured.

- KILLED.**
- NORMAN TUCKER, Flesherton.
 - JOHN THURSTON, Walter's Falls (single).
 - JAMES BANKS, Perm P. O. (married).
 - JAMES BULLER, Priceville.
 - W. A. ARMSTRONG, Markdale.
 - ROBERT CARR, Shelburna.
 - RICHARD BELL, Shrigley Post-office.

- INJURED.**
- A. J. Robinson, Orangeville.
 - H. Halbert, Orangeville.
 - J. M. Davis, Markdale.
 - Mrs. McCormick, Markdale.
 - John Clayton, Markdale.
 - Frank Graham, Markdale.
 - G. E. Gray, Markdale.
 - Harold Mercer, Markdale.
 - S. Boggs, Geuph.
 - A. McDonald, Shelburne.
 - Mrs. McDonald, Shelburne.
 - J. A. Jelly, Shelburne.
 - R. A. Jelly, Shelburne.
 - Mrs. Dr. Caldwell, Flesherton.
 - John Boyd, Flesherton.
 - D. Madill, Caledon.
 - James Brandon, Horing's Mills.
 - W. S. Webster, Horing's Mills.
 - Maggie Patterson, Badgerow.
 - Sarah Patterson, Badgerow.
 - Margaret McDougall, Dundalk.
 - John Curry, Orangeville.
 - M. H. Richardson, Flesherton.
 - M. H. Bunt, Flesherton.
 - John Treloar, Proton.
 - G. Altin, Markdale.
 - Mrs. C. Wright, Vandeleur, P. O.
 - Mrs. J. C. Wilson and daughter, Markdale.
 - B. J. Whitaker, Darmon, N. J.
 - C. McMillan, Dromon.
 - Annie Clark, Markdale.
 - A. E. Clark, Priceville.
 - G. Watson, Dundalk.
 - Armstrong, Markdale.
 - E. Smith, Black Point.
 - Mrs. J. C. Wilson and daughter, Markdale.
 - Robert Conn, Heathcote, P. O.
 - H. Nicholls, Dundalk.
 - D. Gillies, Dundalk.
 - Annie McMillan, Dundalk.
 - Mrs. R. Conn, Heathcote P. O.
 - W. Greenwood, Toronto.
 - W. Lumsford, Dundalk.
 - A. Heid, Bremen, Toronto Junction.
 - J. Ross, Bremen, Toronto Junction.
 - G. Hodge, engineer, Toronto Junction.
 - Mrs. Beyer, Calvin, P. O.
 - Thomas Snell, Calvin P. O.
 - H. Holman, Calvin P. O.
 - Bessie Jamieson, Shrigley P. O.
 - Mrs. E. Wrigglesworth, Shelburne.
 - Mr. Wrigglesworth, Shelburne.
 - Wm. Douglass, Markdale.
 - Mrs. Hanley, Ottawa.
 - Mrs. Stewart, Flesherton.
 - John Knox, Swinton Park.
 - Mrs. Mary McMillan, Cayton.
 - Annie McMillan, Cayton.
 - Mrs. James Rowson, Tillsonburg.
 - Mrs. S. Marceir, Tillsonburg.
 - J. S. Black, Pomona.
 - Willie Wilson, Flesherton.
 - Andrew Wilson, Flesherton.
 - Mr. Deane, Dundalk.
 - Mr. Knox, Markdale.
 - J. Johnston, Dundalk.
 - Mrs. Marshall, Horing's Mills.
 - Mrs. Wm. Douglass, Markdale.
 - Horbert J. Armstrong, Markdale.
 - Mrs. Mary McMillan, Flesherton.
 - Mrs. E. A. Clark, Toronto, Ora.
 - Robert Lyons, Markdale.
 - Harold Armstrong, Markdale.
 - Mrs. Mary Gough, Markdale.
 - Carrie Connor, Dundalk.
 - Wm. Brodie, Markdale.
 - Mrs. Brodie, Markdale.
 - Mrs. Orange, Shelburne.
 - Mrs. John Duncan, Shelburne.
 - Alfred Thistlethwaite, Flesherton.
 - Mabel Thistlethwaite, Flesherton.
 - Mrs. John Bouchner, Markdale.
 - Mrs. John Erskine, Markdale.
 - Miss Mabel Erskine, Markdale.
 - Mrs. W.L.L. Wright, Flesherton.
 - W. J. Robinson, North Bay.

lunately did not take fire, and in a very few minutes dozens of willing rescuers were dragging their less fortunate fellow-passengers from among the debris. The engine and fireman had jumped, sustaining severe but not dangerous injuries. The cars to the rear were safe, and long before any outside help was secured the bulk of the dead and injured were recovered.

News of the terrible disaster which had overtaken the Exhibition special at the horseshoe curve reached the C. P. R. officials in Toronto at about 10.30 yesterday forenoon in the briefest possible form, the short message coming from Mono Road station and being absolutely devoid of all details. The wrecking train, fitted with a huge crane for the lifting of the cars, was at once despatched, and accompanying the crew were Mr. James Osborne, general superintendent of the C. P. R.; Mr. A. Smith, district superintendent, and Mr. A. L. B. Shaw, trainmaster. At the time they started it was impossible for them to know the extent of the disaster, the engine in its wild plunge from the track having carried away the telegraph and telephone wires. Relief trains with nurses and doctors, were despatched from both Toronto and Orangeville, arriving on the scene at 11.30. The doctors had their hands full. In six cases, however, their aid could be of no avail, but they had fourteen serious ambulance cases to deal with and a whole host of minor injuries to attend to. Their work was accomplished with celerity, and at half-past 1 both trains were able to pull out with their freight of crippled and maimed.

Scenes of the Accident.

A railway man said that there was only one other like it in Canada—the Rocky Mountain loop. Originally this piece of road was built by the old Toronto, Grey & Bruce Railway Company, and it is many years since the old narrow-gauge track was taken over by the C. P. R. About a mile in length, the curve is almost exactly the shape of a horseshoe, the extreme ends being about fifteen or sixteen rods apart, while one end of the section is fully one hundred feet lower than the other. It was at the centre of the shoe that the wreck occurred, and after hearing the stories of passengers as to the rate at which the train was travelling and seeing the mass of splintered wood and twisted ironwork that once composed five coaches and an engine, the first thought must be that nothing short of a miracle prevented the death roll reaching proportions which no words could adequately describe.

The train when it pulled out of Orangeville was full, but not excessively crowded. Every passenger had a seat, so that it will be apparent that there were about 400 persons on board. The train had been late in pulling out of Markdale, and was still at least behind the scheduled time when Orangeville was reached.

Saved His Life.

How strenuous had been the efforts of Engineer George Hodge to make up time is best told by the words of one of the passengers, David McCallum, of Shelburne, who left the train at Orangeville. He was travelling in the fifth car with the unfortunate Robert Carr, and speaking of the occurrence, he said: "She was going too swift for me. Once before we got to Orangeville I was flung across the car into a man's lap. I left the train at Orangeville and took the ordinary. I tried to persuade Carr to come as well, but he wouldn't. Yet another passenger, William Shepherd, who was sitting in the smoker at the time the wreck occurred, heard Conductor Walt Grimes say, on having lost time, that twenty-five minutes had been made up since leaving Markdale.

Eye-witnesses.

Two spectators, George Baxter and Allan McLeask, whose homes are situated within a stone-throw of the scene, witnessed the disaster. Both speak of the high rate of speed at which the train was running, and the appalling suddenness with which disaster overtook it. McLeask was standing in front of his house when he saw the engine shoot from the track, plough its way a few yards into his neighbor's field, and then the five following cars come pitching and twisting with terrible crashes afterwards. The pitching of the engine before it finally settled on its side saved the lives of Engineer Hodge and Fireman Herbert Martin, both of whom reside at Toronto Junction, for their cab was torn clean from its boltings, and they were flung clear of the wreck. Momentarily expecting the boiler to explode, they darted away, but the anguished cries of the injured recalled them to duty, and they rendered what assistance they could, leaving subsequently, together with Conductor Grimes and the brakeman, both of whom escaped injuries, but Martin had to be taken to the hospital.

The tender, after literally cutting its way through the first car, a composite baggage and smoker, and knocking it to splinters, turned turtle.

The second car turned turtle also and lay at right angles to the track. The third lay partly upside down, and partly on its side, looking as if its two ends had been gripped by giant hands and twisted in opposite directions. The fourth car, partially telescoped, was still on the tracks. The fifth was ditched. The sixth was slightly damaged, while the seventh escaped entirely, and was returned to Orangeville.

Miraculous Escapes.

With cars reduced to mangled wood and passengers pinned down by the wreckage, there was cause for thankfulness that fire did not add to the horror of the scene. Some of the escapes were miraculous. Sitting, as already stated, in the smoker was A. J. Shepherd, of George's Falls, with his bird man

Thurston just before the smash remarked, "We're going over-swift for me," to which Shepherd replied, "It's all right, John, you hang on; these men know the road better than we do." The next instant to be used freely to liberate her. Her injuries were most severe. One heavy piece of timber pinned her by the shoulders, and it is feared that internal injuries of a most serious nature were inflicted. Even after she had been freed from that position her ankles were still confined, and the axe had to be used again, the unfortunate lady being finally carried to Baxter's farm, apparently in a dying condition, her husband, who received a severe scalp wound, assisting to carry her. Later in the day Mrs. Conn's condition improved, and hope for her recovery was expressed by Dr. Waters, who attended her. Sitting in the train vis-a-vis to Mrs. Conn had been W. A. Armstrong, of Markdale, who was numbered among the killed.

One other lady's condition was thought so serious as to render her removal to Toronto inadvisable. Mrs. W. T. Wright, of Flesherton, being found with one ear hanging only by a shred of skin and suffering from severe injuries to her breast and back.

The Inquest is Opened.

The investigation into the death of Richard Bell, one of the victims of the wreck, which died in the Western Hospital on Tuesday night, was opened last night by Chief Coroner Johnston at Harry Ellis' undertaking rooms, College street west. The jurors empaneled were: George Dalby, 159 Augusta avenue (foreman); Arthur Poyntz, 426 Queen street west; John Landy, 416 Queen street west; Albert Dumond, 323 Queen street west; George Burk, 167 Spadina avenue; Samuel Egan, 223 Spadina avenue; Ely Marks, 526 Euclid avenue; Fred Malone, 1 Nassau place; David Lawson Kennedy, 464 Spadina avenue; William Abraham Ward, 267 Queen street west, and Peter Burkard, 330 Queen street west.

"I propose," said Coroner Johnston in opening the inquest, "to call a large number of witnesses, including all the railway officials in Toronto and at Caledon that have any connection with the line. I understand there were several eye-witnesses of the accident. I will first take up the liability and the criminal responsibility for the death of this man. I will also call some expert witnesses when I commence probing the question of speed. I am going to find out who was actually responsible for this terrible catastrophe."

Frederick Bell, son of the deceased, the first witness, simply testified to driving his father from Melancthon Township, in the County of Dufferin, yesterday morning to Corborton station.

Dr. A. J. Harrington, who made a post-mortem examination of the deceased, submitted his report, showing that death had resulted from injuries received in the accident.

After the medical evidence was put in the Chief Coroner informed the jury that the investigation would be resumed this evening at the Police Court.

"I understand that there will be a number of railroad officials in the city on Thursday," continued the Chief Coroner, "and for that reason I am anxious to go on with the inquiry. I have been informed that the railway officials and others interested will be represented by counsel. The Government has also placed an official stenographer at my disposal."

The remains of Richard Bell will be taken to Melancthon Township this morning for interment.

Made Dead Man's Will.

Geo. Abraham Walker, barrister, from the C. P. R. solicitor's office, was the first witness put on the stand, and he stated that he met the deceased when he was being brought to Toronto from the scene of the accident, and made his will.

W. H. Allison, train dispatcher for the C. P. R. at Toronto, explained that the special train which started from Markdale was composed of engine 363 and four coaches. Replying to Mr. Macfadden, witness said that the delay in starting was due to the engine having to be sent to Owen Sound to be turned. It ran to Orangeville about 4.30 p.m. in an hour and twenty minutes, besides stopping at four stations, each incurring a delay of two to three minutes.

The Crown Attorney—I see a regular train makes an hour and twenty-seven minutes to run 37 miles.

Replying to the Coroner, Mr. Macfadden said that the distance from Caledon to the scene of the wreck was three and a half miles.

Witness stated that fresh orders were issued at Orangeville for the train to run an hour behind a regular train. It was a usual thing when a regular train was late to issue orders for it to run so much behind the scheduled time. The train between Markdale and Shelburne had made up thirteen minutes. The time between Markdale and Orangeville, made by No. 18, the regular train, was an hour and twelve minutes; the special took eight minutes more.

Answering Mr. Macfadden, witness said the special was five minutes late under the fresh orders leaving Orangeville. As a matter of fact, the special was scheduled to run slower than the ordinary train.

Saw Danger and Jumped.

Simon Moscop, foreman carpenter, Orangeville, said he was engaged repairing a culvert, and stated: "As I thought she was going at a rather high speed I told my men to jump the fence. They did so. I saw the train give a jump and then leave the track. We then went towards the wreck. Before

that I saw the driver fall out of his cab and get up again. After giving some assistance, he remembered that No. 16 was due, and started out to flag her, but was stopped by a section foreman, who said Conductor Grimes had gone to do it. Witness was about 200 feet south of the point where the engine left the track when he first saw the train.

By the Coroner—Why did you get over the fence? "Because she was running at an unusual speed, and I shouted 'Boy, jump the fence, that train can hardly get round the curve.'"

By the Coroner—Could you tell whether she was being braked? "No, I could not say."

"You couldn't tell whether she was braked or running free?" "No."

Twenty-five years, witness said, he had worked on that section, and knew the curve well. Frequently had he seen trains come down, and that was the first time he had thought it necessary to jump the fence, but he could give no estimate as to speed. He didn't know the grade.

Mr. Macfadden—Twenty-two feet to the mile.

Thirty-five Miles an Hour.

The Crown Attorney—There is a slow board there? Witness—Yes, near the head of the hill.

"Was the train making any unusual noise?" "No."

"Was the steam out off?" "Yes."

After the passengers had been taken out Moscop said he saw the engine, and asked if he had control of his engine. He replied that he had, and added that he was only travelling at fifteen miles an hour, but witness still thought the speed was great.

The Crown Attorney—What opinion did you form of the speed? "I would not say more than thirty-five miles an hour. Trains usually came down there at a slow rate."

Moscop added that it was about 9.30 when the accident occurred. About fifteen miles an hour was the usual speed for coming round that curve. Sometimes they went a good deal slower.

Expert Evidence.

John Fairbairn, C. P. R. divisional engineer, put in a plan of the curve and a sketch of the wreck. At the point of the wreck the grade was less than two per cent, and 1.8 was the greatest grade of the train and a half inch, and the grade of the track was 1.6. The curve was the greatest in his division. With regard to the safe passage of a train many things would have to be taken into consideration, such as the weight of a train and its distribution. The slow board, he said, was just over the top of the grade, 1.9 miles away from the wreck. Answering Mr. Macfadden, Mr. Fairbairn stated that when he examined the track after the wreck he found a number of ties broken at the middle and some on the outside of the curve. The ties were not broken at the point where the engine left the track. These facts signified that the engine had been flung outward by the centrifugal action. The standard gauge on a level track was four feet eight inches, and the extra half inch was given on account of the curve. Nothing more could have been done to make the track stronger than it was, and no portion in his division, the Ontario division, was better condition. There was everything to prove that there was no failure on the part of the track or running gear.

By the Coroner—What would be your opinion as to the cause of the wreck? "I should be of opinion it was excessive speed. I arrive at that by a process of elimination. The track was not responsible, and the running gear was not either."

The Driver's Story.

The engineer, George Hodge, Toronto Junction, a good-looking young man of between twenty-three and twenty-four years of age, was then called, and Mr. Robinette objected to his giving evidence, which in case of subsequent proceedings, particularly criminal, might be used against him.

The coroner ruled that all questions must be answered, but any incriminating statement to which witness or his representative took objection could not be used against him in subsequent proceedings.

Hodge then proceeded to tell his story. He said he left Markdale at 7.45, and had a good run to Orangeville, reaching there at 8.55, without any undue delays. Three cars were added there and Orangeville left between 9.05 and 9.08. Caledon was reached at 9.20, and then he received the orders to run an hour behind his original schedule. He left Caledon at 9.21 and used steam up to 150 yards north of the slow board. There steam was shut off, and running the first curve, the brake was applied, a seven-pound air brake, and the engine being made, equivalent to seven pound pressure per square inch on the rails. That was a quarter of a mile from the scene of the accident. The brake pressure he used was sufficient, in his judgment, to stop the train at the emergency point, and the next thing he knew the engine left the track. I was thrown out. My first thought was to clear myself of the wreck. When I found I was clear I looked at my watch. It was then 9.32."

His Second Run.

Replying to Mr. Robinette, Hodge said he was in charge of the train on January last, and previously had worked as fireman since December, 1902, on freight and passenger trains. He had only run one passenger train this year. The run on Tuesday was the first as engineer over that section, although he frequently been over it as fireman. He left Toronto on Monday night, and got to Markdale at 2.15 a. m. on Tuesday, and took the engine to Owen Sound and back. He had not worked before that on Monday, judging by his experience the train was travelling at fifteen or twenty miles an hour at the time of the accident, and he had control of the train. The train left Caledon one minute late, and was not attempting to make up any time, but was running to order.

"Are there any special orders as to the horseshoe?" asked the Crown Attorney. "Only the 'slow board,' which means engineers are to run at a safe speed," replied the witness.

PRESS CONSIDERS SITUATION IN MOROCCO IS VERY GRAVE.

Moors Brave and Insistent and Gen. Drude Has a Hard Time Keeping Them in Check.

Bath, Eng., Sept. 9.—Addressing the press to-day that another complication has arisen in the shape of grave disputes among the Senusian tribesmen near Oudja and the Algerian frontier. Oudja, which is in Morocco, has been occupied by a French force for some months. The military authorities, the paper declares, are most anxious and are preparing to send in troops from Algeria.

The newspapers to-day have adopted an altogether graver tone in discussing the Moroccan situation. The more comprehensive reports of the engagement of Tuesday show it to have been much more serious than was first stated. The correspondent of the *Matin* at Casa Blanca telegraphs as follows:

The engagement of Tuesday gave some idea as to the obstacles that an expedition into the interior have to encounter, and the number of men needed. The march made by the French troops on Tuesday was the longest one yet, and marks the utmost that General Drude can possibly do with the force, yet this strong force, made up of picked men, whose armament can be described as crushing as compared to that of the Moors, was heavily engaged throughout the entire encounter. It was compelled to give ground in three places at once, and

it was turned by Moors who got within a quarter of a mile of the camp.

It can now be said that the wild enrage of the foreigners is due to ignorance of our forces. On the contrary they returned to the fray with greater courage and increased numbers after each engagement.

Important Statement.

Paris, Sept. 16.—A most important change, the Associated Press is informed, has occurred in the political aspect of the Moroccan question. France and Spain have the intention to occupy the littoral ports of Morocco with their own forces and establish police organizations. This contemplated action results from the official announcement of the Moroccan Government, through the War Ministry, that it is unable to guarantee the safety of the European instructors of the international police force, which under the terms of the Algiers convention are compelled to organize the international police, was submitted to the signatory powers, including the United States, and they all agreed that the situation demanded that France and Spain police Morocco themselves. France had planned to occupy Mazagan, Mogador, Safi and Rabat, and Spain is to occupy El Arish and Tetuan. France and Spain together will occupy Casa Blanca and Tangier.

KNOW BRIDGE WAS DANGEROUS.

EVIDENCE SHOWS THAT DEFECTS WERE NOT REPORTED.

Quebec, Sept. 9.—The coroner's inquest as to the cause of the collapse of the Quebec bridge has been adjourned pending the investigation by Government experts which is now in progress, and the result of which will be made known at the hearing before the Government commission, beginning Monday next. Before adjournment to-day, however, evidence was presented amply proving that grave faults had developed in one of the main chords, and that there were also defects in the aboce of the main pier. It remains, therefore, but to determine whether the defects signified were sufficient to bring collapse when any special strain was put upon the outer end of the cantilever span.

On Wednesday it will be remembered Alexandre Guimet, a painter, testified that since May last he had known of a crack three-quarters of an inch wide and twenty inches long in the aboce of the main pier. He was called on to testify his evidence, and swore 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 twenty inches in length. There were bolts and rivets in the plate.

"I did not inform the inspectors of engineers of the bridge of it," said Guimet. In response to Mr. Stewart, advocate, he said he worked for three or four days about the pier and land noticed it in July. "I showed the defect to a man named LaFrance who was working with me."

Alfred Edmond and Zephirin LaFrance, to whom he had shown the defect, were both victims of the accident.

Believed Inspectors Knew It.

Raoul LaFrance was next called. He said he worked as a painter and did not hear Guimet's evidence. He also saw the crack, etc., and corroborated the evidence of the previous witness. "I told my cousin about it fifteen days before the accident. I did not report the matter, as I believed that the inspectors knew of it."

Asked by Mr. Delage, foreman of the jury, if he considered it dangerous, he said he could not say. In response to Mr. Davidson, advocate, he said the crack went right through the plate.

Not the Real Danger.

Mr. McLure, C. E., was recalled, and asked if he had noticed the crack referred to by Guimet. He said he had not, although he 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, but he did not consider it dangerous.

Mr. Techeron—Would the crack in the plate cause the wreck of the bridge? "Not at all. I have a record that the plate was bent, but it was not a fault, being cramped when it left the shops, some of the rivet holes were cut out later, and an enforcement plate used."

In response to Mr. Davidson he replied that it was possible for an inexperienced eye to take the crimp in the plate for a crack. It was intended for a wind brace.

In reply to Mr. Davidson, he said that it required to be of sufficient strength to resist the wind. To the best of his knowledge there was no crack there, and if it had existed he should have seen it had the crack been there it would have been a serious defect in the same. He would not have considered the crack of sufficient importance to have reported it to the chief engineer.

An Inspector's Evidence.

Mr. Kinlock, inspector for the Quebec Bridge Company, testified that he had made his last inspection fifteen minutes before the bridge went down. He found everything all right. The plate in question was crimped, but not cracked. He was entering the Phoenix Company's office door as the collapse came. The bridge was apparently going straight down.

"After it went a certain distance," he said, "I turned my back; I could not look at it any longer. It fell from panel 9 out." He said that he would not have been on the bridge had he considered it dangerous.

In answer to a question he said he had twice gone to the plate said to be cracked and had found it all right. He had seen No. 9 chord since the accident, and it was bent almost in the shape of an "S." The pressure must have been at both ends to cause that state. It was bent in the same direction as it was before the accident. He knew of the deflection, having discovered it at 9 o'clock Tuesday morning, August 27. He reported it to Messrs. McLure, Yenser and Birks, the two latter now dead.

Should Have Been Reported.

Mr. Yenser and he considered it a serious matter. He knew that it should have been reported to headquarters at once. He had inspected that main chord probably a thousand times, and the day mentioned was the first time he discovered the trouble. He was employed as inspector when it was placed in position, and it was all right then. It was in the same condition as the others when placed in the bridge, except for a repair to one end, necessitated, he heard, as a result of its having fallen while being unloaded. He did not stop all work because he did not think it sufficient to go, and it was generally supposed that no more metal would be put on prior to receipt of engineering advice. The extra material placed on the bridge did not compare with what was removed.

"You mean the traveller?"

"You expressed the opinion that the traveller should not have been moved out. Are you of the same opinion?"

Repeating the witness said: "The bridge broke at about 9.30."

Not Immediately Dangerous.

Later Mr. Kinlock, recalled, said he did not consider the matter of immediate danger, and did not suggest that the work be stopped. In answer to a juror he said he had never found the defect on the bridge when he found the defect to chord No. 9 had he the authority in response to another question, he said more steel was placed in position on the bridge the day it collapsed.

Mr. E. A. Hoare, who was recalled, said he had never been advised of the plate wheel which had caused the discussion as having been broken. He said that if the defect existed it would not have been serious, nor have affected the solidity of the bridge. In answer to a juror he said that chord No. 9 had been reported to him as having the end damaged and subsequently repaired, and the report conveyed to him the impression that it was perfectly safe.

WROTE ASSASSIN'S NAME.

In This Way Titled Victim Ensured Assassin's Arrest.

Rome, Sept. 9.—A sensation has been caused in Venice over the attempted assassination last night of Count Kamorowski. While the count was dressing to go out for the evening a young man called and was allowed to go to the count's room. The young man had hardly entered the room when there was a report of firearms and cries for help were heard. Several persons rushed into the room. The count was found lying on the floor bleeding from several wounds. The assassin had succeeded in getting away, but the count was able to write his name, Nicholas Neumos, on a pad for the police. The count was taken to the hospital, where he was operated upon and is expected to recover. Neumos was arrested at Verona on the Milan express. He confessed to the attempt on Kamorowski's life. He said he had gone expressly to Venice for the purpose of settling a most delicate question with the count.

WANT NO OLD-AGE PENSIONS.

Paris, Sept. 9.—The Petit Parisien denounces the American Congress, now in session here, Messrs. Dempsey and Klapperty, the delegates of the American Federation of Labor, to-day said that the American workmen intended hereafter to take a more prominent part in politics, and had lately made remarkably successful attempts in that direction. The United States, the American delegates added, did not want old-age pensions. The American workmen needed such wages as would enable them to retire on reaching the age of fifty, with an adequate income for the rest of their lives.

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A Pocket Brownie

The New No. 2 Folding
 Meniscus lens, Automatic Shutter
 with Iris diaphragm, Automatic focus
 ing lock, Reversible Finder. Uses
 N. C. Kodak film, makes pictures
 2 1/2 x 3 1/2 inches. Price \$6.00.

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 Jewelers and Opticians,
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ATHENS

Grain - Warehouse

Large stock on hand of
 Flour, Bran, Shorts, Middlings,
 Barley Meal, Corn Meal, Provyender, &c
 at lowest prices.

Athens Lumber Yard

All kinds of
 Building Lumber, Sash, Doors, Shingle
 Water and Whet Tanks, &c

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GERANIUMS PANSIES
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 CANNAS
 SALVIA AND SALORI
 all ready for setting out

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Floral work made in the latest styles.

Brockville Fair

We will give you the best Bargains
 ever offered in all lines during Fair
 week.

See our \$22.00 Single Harness for
 \$16.00.

See our Carriage Rugs at \$1.00.
 All our Hammocks at cost.

Fly Blankets and all Summer goods
 at bargains.

A few carriage tops at cost to clear.
 Trunks, Valises, Suit Cases, Tele-
 scope Cases, Carriage Top Dressings,
 Harness Dressings.

Everything for the Horse and Car-
 riage.

CHAS. R. RUDD & CO.
 BROCKVILLE

NEW - GOODS

We have a large stock of new Rub-
 bers in all kinds and sizes to fit all
 swapes of boots, for men, women and
 children; and, look!—our prices for
 Rubber Goods have not advanced any,
 in fact, a few lines are lower than in
 years.

BOOTS

Men's Heavy, Oil-grain Blucher
 Boots, guaranteed solid, regular price
 elsewhere \$2.50, our special price same
 as we sold it at six years ago—\$2.00.

Men's Heavy Buff Ball. Genuine
 oak tan sole. Regular price \$2.00,
 our special price \$1.75.

Men's Heavy Kip-top Grangers,
 cannot be bought elsewhere for less
 than \$1.75, our price \$1.50.

Here are two our specials in Ladies'
 Boots:—

Women's Dongola Fox Bluchers,
 good value at \$1.75, our price \$1.50

Women's Dongola Blucher, self or
 patent tip, regular price anywhere
 \$2.50, our special at \$2.00.

DRY GOODS

Our stock of Dress Goods, Silks,
 and Trimmings was never more com-
 plete.

Our stock of staples in Flannelettes
 and Prints are at the old prices. See
 our 82 inch and 84 inch Flannelettes
 and Prints at 10c yard.

We ask the privilege of showing
 you our stock of values and let
 you decide whether our prices are
 right.

T. S. KENDRICK

The Merchants Bank of Canada

ESTABLISHED - - 1864

Capital and Reserve . . . \$10,034,256
 Assets (over) 52,000,000
 Deposits (over) 37,000,000

Hereafter Interest will be added on Savings Bank deposits
 quarterly.

FOUR TIMES A YEAR

And may be withdrawn, if desired, on following dates June 1,
 September 1, December 1, and March 1. \$1.00 opens an account.

ATHENS BRANCH E. S. CLOW, Manager.

Local and General

Mr Mowat Eaton left this week for
 the Canadian West.

Mrs L. Connors of Delta was a
 visitor in Athens this week.

Mrs Fairman and Miss Sliter of
 Guelph are guests of Mrs W. G.
 Towrie.

After a visit with friends at Morton
 Miss Byers has returned to her dress-
 making rooms.

If you don't believe the world is
 daily growing worse, ask the oldest
 inhabitant.

The recording angel is not wasting
 any ink on the good you are planning
 to do later on.

The next annual meeting of the
 I.O.O.F. Grand Lodge will take place
 in St. Thomas.

Epworth League Monday evening,
 Topic, "God's Omnipresence." Leader,
 Rev. S. J. Hughes.

Many special attractions, much
 music and a merry Midway at Brock-
 ville Fair this week.

—Giant Triplets "Currency," "Bobs,"
 and "Stag" Chewing Tobacco, in big
 plugs. Quality always the same.

A nice thing about dishonest an-
 cestors is how respectable you can be
 on the money they stole.

—Miss Payne will have her fall millin-
 ery opening on Saturday, September
 28th.

Mr and Mrs E. A. Gordiner and son,
 who went to Regina this spring, are
 now in Vancouver, B.C., enjoying the
 balmy breezes of the Pacific.

Last week Master Harold Thompson
 visited Toronto exhibition in company
 with his father and entered upon a
 course of study at St Andrew's College.

—For Quality and Quantity ask your
 dealer for the new big plugs of "Bobs"
 Tobacco, and "Currency" Chewing
 Tobacco.

Very complete arrangements have
 been made for entertaining a great
 crowd at Brockville Fair this week,
 and the indications are that the crowd
 will be there.

Despite the inclement weather of
 Monday evening, Rev. C. J. Curtis of
 Addison addressed the League. His
 ideas were most interesting and
 instructive.

The purchase or sale of quail, snipe,
 woodcock and partridge is prohibited
 in Ontario for one year beginning
 Sept. 1st, 1907. Vote hunters in the
 back country will have to resume the
 practice of buying cats.

The people generally should be and
 are loyal to the county fair at Brock-
 ville and will show their sympathy
 with the efforts of the officers to make
 it all it should be by attending the ex-
 hibition this week.

In Detroit they give tin whistles
 away with pop-corn at the ball games,
 and the noise that comes from a couple
 of thousand of these ear-drum-destroyers
 is enough to put an ordinary human
 being in the bug-house.

A watch found in the interior of a
 cow had been running six years, and
 to head off the scoffing nature fakirs
 it may be explained right here that
 the action of the animal chewing her
 cud kept the timepiece wound up.

NOTICE—We can secure free board
 for a student who is willing to do a
 few chores nights and mornings; one
 accustomed to cows preferred. This
 place must be filled at once, so apply
 immediately to the Brockville Business
 College.

A "Brockville elector," writing to
 the Toronto World, advocates a politi-
 cal love feast in this riding during
 which Hon. Geo. P. Graham would be
 elected unopposed for the Dominion
 House and the Conservative nominee
 be given the vacancy in the Legislature.
 He mentions our townsman, Mr. A. E.
 Donovan, as the most likely candidate
 for the latter honor.

On Sunday Rev. S. J. Hughes an-
 nounced that, in response to an in-
 vitation given last winter, the famous
 evangelists, Messrs. Crossley and Hun-
 ter, would be in Athens from Sept. 22
 to Oct. 6. The local Ministerial Asso-
 ciation had favorably considered the
 matter before the invitation was extend-
 ed, so the meetings will be of a union
 character, in which all denominations
 are expected to heartily join.

The Provincial Normal Schools will
 reopen on the 18th.

Seventeen teachers are now in
 training at the A. M. S.

Note the changes in time of E.&O.
 Nav. Co. boats.

Mrs W. T. Jaskman is visiting
 friends in Athens this week.

Mr and Mrs A. E. Donovan return-
 ed home from Toronto last week.

Rev. J. B. Merrill of Toronto was
 the guest last week of Miss E. Hayes.
 You will be interested and profited
 by reading T. S. Kendrick's adv't this
 week.

Mrs Geo. Eaton of Frankville is
 very ill at the home of her daughter,
 Mrs Lett Kelley.

About 7000 boxes of cheese were
 sold in Brockville on Saturday at the
 ruling price of 11 1/2c.

Miss Gertrude Best of Soperton has
 commenced a course of study at the
 Brockville Business College.

Recorder: Miss Laura Buell, of
 Mallorytown, is a patient in St. Vin-
 cent de Paul Hospital.

Thursday and Friday will be great
 days at Brockville Fair, and there will
 be a large attendance from this section.

Rev. David Winter, late of Win-
 chester and well known by the people
 of this section, died at the home of his
 son in Ottawa last week.

—Ladies' Tailor-made Jackets, just
 received, at H. H. Arnold's. Better
 and nicer than ever. You are asked
 to call and see them.

Died.—In Athens this (Wednesday)
 morning, Wm. A. Hanna, aged 82
 years. The funeral service will be
 held at the house at 1 p.m. on Thurs-
 day; internment at Greenbush.

The sixth annual convention of the
 South Leeds Sunday School Associa-
 tion will be held in the Presbyterian
 church at Lansdowne, on Tuesday,
 Sept. 17th, commencing at ten o'clock
 in the morning.

Miss Helen Leggett of Newboro,
 graduate of the A.H.S. and of Whitby
 College has been appointed to the
 position of teacher of elocution at Stan-
 stead College, P.Q.

After all, the most interesting
 feature of a fair is the people, and you
 will meet many that you know and
 thousands that you don't know at
 Brockville Fair this week.

Prices on Brockville produce market
 last Saturday were: chickens 50 to
 70c, butter 27 to 30c, eggs 20 to 22c,
 potatoes 75 to 90c, apples 50 to 70c,
 lamb 8 to 9c by the quarter.

The Reporter was this week shown
 several specimens of rock rich in graph-
 ite, which Mr B. Loverin uncovered
 while making improvements on his
 Charleston Lake property.

Zingarella, the spiral acrobast, who
 gives two performances daily at
 Brockville Fair grounds this week,
 has been making a great hit at Toron-
 to's big show. This is said to be the
 best sensational feature ever offered in
 Canada.

The village council was to have met
 on Monday evening but a quorum
 failed to appear. Those present dis-
 cussed the financial needs of the corpora-
 tion for the coming year and expect
 that the rate will be at least a third
 less than last year.

—Men's, Boys' and Children's Fall and
 Winter Clothing—Suits, Pants, and
 Overcoats—just passed into stock at
 H. H. Arnold's. Better goods or
 better values cannot be had. We ask
 you to visit our Clothing department
 and see the excellent values there
 showing.

Last week a special train carrying
 visitors to Toronto exhibition jumped
 the track at a curve near Orangeville
 and seven passengers were killed and
 over a hundred more or less seriously
 injured. Among the latter was Mr
 John M. Davis of Markdale, well
 known here, who had his ankle broken.

Arrangements are now in progress
 for greatly extending the telephone
 service in Athens. The demand for
 phones in this vicinity lately has been
 greater than the company could prom-
 ptly fill. There is a prospect of the
 Rural Telephone Co. of Kitley making
 connection with the central office of
 the Bell in Athens. They have secur-
 ed the use of the telegraph poles for
 their extension to Smith's Falls.

Miss C. Louella Redmond is spend-
 ing this week with friends in Brook-
 ville.

James V. Leeder of Caintown is
 visiting at the home of his grandparents
 Mr and Mrs John Coby, Elgin street.

The Ladies' Aid Society of the
 Methodist church will meet at the
 home of Mrs I. C. Alguire at 3 p.m.
 on Thursday.

Dr C. C. Nash of Bath has decided
 to remove to Kingston and has pur-
 chased the business of the late Dr
 Leppen on Princess street.

Mrs T. Reilly of Alaska has been
 in Athens for a few days, the guest of
 Mrs R. N. Dowley. Mrs Reilly is a
 daughter of the late G. K. Brennan
 and has many old friends in Athens
 and vicinity.

—H. H. Arnold's stock of new and
 stylish Dress Goods was never so large
 or complete as now. Come and see
 them, whether you want to buy or not.
 We have the correct up to date goods
 at the lowest possible price.

Large congregations attended the
 services of Old Peoples Day at Glen
 Buell on Sunday. Rev. L. A. Betts,
 who preached in the morning, was
 awarded the C. J. Gilroy medal as
 being the oldest person present. His
 age of 82 was closely followed by Mrs
 Wm. Davis of Glen Buell with a record
 of 81 years.

While at Rolling Banks, Charleston
 Lake, last week, Mr Clarence Carpen-
 ter of Morristown, N.Y., picked up a
 flint arrow-head and pursuing his
 investigations further he found a veri-
 table mine of Indian relics, including
 several specimens of pottery quaintly
 carved with hieroglyphics and crude
 figures. He will continue his explora-
 tions with the aid of suitable tools.
 The most of these articles were found
 under the roots of a tree. This isn't a
 summer resort or fairy story, as we are
 assured that Mr Carpenter actually
 found these relics of a remote past.

Messrs R. Henderson and Wm.
 Towrie left Monday evening for
 Edmonton.

An Exciting Runaway

On Friday evening what was at first
 thought to be a serious accident
 occurred on Elma street. A party
 composed of Rev Mr Croly and sister,
 Mrs McAdam of New York, Miss
 Scott of Toronto, and the Misses Wal-
 lace of Lyndhurst had spent the day at
 the Rectory and about 7.30 their two
 single carriages were brought to the
 side entrance in readiness for their
 departure. The Misses Wallace were
 seated in the leading carriage when
 their horse became fractious, backed up
 on the other horse and finally upset the
 carriage, throwing the ladies out on the
 lawn. The horse then freed itself and
 ran up Main street. The Misses Wal-
 lace were quite badly cut about
 their eyes, and Dr Harte, who was
 hastily summoned, found it necessary
 to put in several stitches to close the
 wounds. They were able to leave for
 home the following day.

The runaway horse was captured at
 Oak Leaf. The other horse, which
 also attempted to get away, was caught
 and held.

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Pioneer Supplies

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