

R. Don Tolmie, B.A., Barrister of Welland, Ontario, a Lindsay boy, brought honour to his parents and the town of Lindsay on November 8th when he was elected as the Liberal candidate — his first adventure into the political arena. He succeeded Dr. McMillan, a Liberal who retired.

Former Lindsay Collegiate Institute boys were delighted when they heard Don Tolmie was a successful candidate in Welland. James McQuarrie of Lindsay and "Sonny Gregory", owner of Gregory's Drug store were both delighted with the news.

Tolmie was a member of the LCI team which won the COSSA junior football championship in the time of Howard Moebus, teacher and football coach. Tolmie was a sturdy youth with great running ability.

Other members of the team included: Allan McQuarrie, Arthur Deyell, now Dr. A. J. Deyell of Welland, a son of Mrs. J. W. Deyell of Albert Street, Lindsay; Bob Jarmyn, Gordon Mackey, Bill Johnston, Don Wunken, Tom Everson, Allan Pinney and others.

The newly elected member is the son of Mr. and Mrs. Dan Tolmie of Bond Street.

He was a brilliant student at the LCI under the principalship of Wm. MacMillan and T. H. Eberlee. He enlisted in the Royal Canadian Air Force when 18-years-old and saw active service overseas.

Following the war, he attended Toronto University where he graduated as a B.A. student. Later he entered Osgood Hall in Toronto and graduated in law, fifteen years ago, when he located in Welland.

Don Tolmie is married and has a successful law practice.

This is another story where a Lindsay boy made good.

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Remember the days when there were at least five livery stables in Lindsay, 100 fine horses, a barn full of buggies, sleighs and cutters and a couple of handfuls of smart drivers? Francis O'Connor of Russell Street, Lindsay has a "tall memory" and he can recall in an interesting manner, many incidents of the past.

"These were the days of commercial travellers, or

drummers", said Mr. O'Connor, "I was a lad of 14 years when I used to hang around the stables — I loved horses. I learned to handle horses under the training of a man named Brian Gunnigle, and he had a livery stable on York Street North. "In fact", he said, "Eaton's use this former livery stable as a store room. Part of the original building is still there. Liverymen vied with each other in keeping the best outfits."

The buggies were made in Lindsay by the Sinclair Carriage Works, a large factory and foundry at the corner of Cambridge and Peel Streets, where the Pett Motors are now located. One of the old brick buildings is still in use as Rudy's Welding Shop.

"We also used the closed cab and the hack, and one beautiful article opened up with a deep horsehair seat at the back and another facing the opposite way just below the driver. The driver sat on a high seat and the dashboard was decorated with two large brass side lanterns or lamps. These lamps are now worth a fortune, but they are hard to get", added Mr. O'Connor.

Many readers will recall the liveries and the gentlemen who owned and operated them over half a century ago. Workman's had a stable on Kent Street East where the Lamb auctioneer sale barn is located, and one of the best known drivers was "Friday" Madison.

Jim Isaac operated a livery on York Street, immediately south of the present Claxton store. He also for a time was a dealer for the Grey Dort and Flint automobiles and as years passed he became custodian of motor car licence plates.

Frank Armstrong erected the large brick building on York Street and introduced the idea of having all the rigs on the ground floor and the horses on the second floor. Armstrong became interested in politics and served on town council, and later as Mayor.

Bob and Charles Lindsay ran a livery stable where the Colonial bus terminal is now located on Cambridge Street North.

Before the days referred to above, a man named Jewett operated the Jewett Hotel at

corner of Kent and York Sts. and also a livery stable on the west side of York Street.

In later years, O. Dagenais and Charles Lamb owned good livery stables at the rear of the present Woolworth store on Kent Street. They had first class outfits and good horses.

IN WINTER DAYS

When questioned Mr. O'Connor recalled the cold days of winter when the roads in the country and in the town were rough, full of pitch holes and when snow banks were "as high as mountains". The weather was so frigid that the horses snorted with heads high in the air and clouds of steam were emitted from their warm bodies like steam from a kettle.

Large heavy blankets and thick warm buffalo robes used to be heaped on the knees of passengers and it took all day to go from Lindsay to Fenelon Falls and back.

Many a time the weather was so cold that the then young O'Connor placed the driving lines around the dashboard, huddled up in a big grizzly bear coat and let the horses trot home to the barn.

"Those were the good old days", he said, "we did not make much money, but everybody seemed to be happy. It is a different world today".

EARLY BOATS

Besides being interested in horses Francis O'Connor has always been keenly interested in boats. He has in his boat house the "Viking", a gas boat once owned by the late Judge G. H. Hopkins, which he is already getting ready to use next season.

He can recall the days when passenger streamers plied the Scugog River to Sturgeon Lake calling at Pleasant Point, Thurstonia and Sturgeon Point on what was known as a round trip.

His memory flashed back to the days of the Manita, Kathleen, Omega, Esturion, Crandella, the Bessie Butler, Stoney Lake and to such lumber tugs as the Mary Louise, as well as to the small passenger yachts which include McConnell's "Flo Mac", Brown's "Retta" and the boat owned by R. L. Morgan.

"There were literally hundreds of small boats on the ad-

jacent lakes and scores of canoes. In fact, Lindsay had a well organized yacht club located in a building on Kent St. East, which in later years was the home of the Jesse Perrin boat works".

Francis O'Connor is the possessor of a very retentive memory and is always pleased to talk over old times.