W. A. Goodwin.

W. A. GOODWIN

Has now a fine stock of

ROOM PAPER

Which will be sold

Cheap for Cash.

ALSO MIRRORS, MOULDINGS AND PICTURES.

ALL KINDS OF PICTURES FRAMED TO ORDER.

Kent Street, Lindsay.

C. McFeely.

C. C. McFEELY'S CHOWN DRUM STOVE OR HEATER is the Best Stove that is worth Selling at in your shop or office a hearty welcome when he comes here Monday, 20th inst. Not only is Mr. Kennedy in the full possession of his splendid vocal powers, but his family sons and daughters have rare talent and contribute very materially to the entertainment.

ELECTION OF OFFICERS. The following members of Lindsay Victoria Lodge No. 592, were duly installed on Monday evening, Feb. 7th, for the quarter ending April 30th, 1876, by Jas. Anderson, Lodge Deputy, Jas. Munson, W. C. T.; Miss Annie Chambers, W. V. T.; Sam. Chesterfield W. S.; John Williamson, W. A. S.; Geo. Wright, W. F. S.; J. W. Anderson, W. T.; Miss Boyce, W. M.; Miss Emma Jones, W. D. M.; Miss I. Adams, W. I. G.; Geo. Skelck, W. O. G.; John Higginson, W. C.; Geo. Wright, P. W. C.; Miss S. Murphy, W. R. H. S.; Miss M. Mills W. L. H. S.

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THE SNOWDON IRON MINE. The operations at this mine have resulted in a shipment of ten tons of ore to Toronto via Cobourg and the Nipissing Railway. The Mail says "The ore is of the kind called magnetic oxide. This shipment will be succeeded by others, during the season of sleighing, and will amount to some hundreds of tons. It will remain on the docks of the Nipissing Railway until spring, when it is intended to be shipped to Cleveland to test. In extracting this ore the proprietors have sunk perpendicularly upon the bed a distance of fifteen feet, and are now working in compact bed entirely free from the foreign substance received the ore on the surface, this proves the correctness of Professor Chapman's opinion as given in his report on this mine. The ore appears also to be richer than that previously received. In connection with this matter it may be well to say here that according to recently published Trade and Navigation Returns $2,125 tons of iron ore were sent from Ontario to the United States last year for manufacture."

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Goodyear's Lecture.—Don't forget that this celebrated lecturer will give "Lights and Shadows of London Life" in the Methodist Church next Wednesday evening, Feb. 23rd.

LECTURE. The Rev. G. M. Clarke, now conducting the services in St. Andrew's church, will give a lecture in that church next Mon day evening, 21st inst., at 7.30. Subject "The influences of music on the family and on society." All are welcome.

NEW SCHOOL HOUSES. It will be seen by advertisement elsewhere that tenders are wanted for the construction of three new school houses S. S. No. 9, Mariposa; No. 4, Emily, and No. 9, Bexley, Eldon and Carden, in each case according to plans and specifications prepared by Mr. Duffus, of this town. This is a very gratifying evidence of progress and enterprise.

KENNEDY. The advertisement of this celebrated vocalist appears in our columns; and we are sure he will be a hearty welcome when he comes here Monday, 20th inst. Not only is Mr. Kennedy in the full possession of his splendid vocal powers, but his family sons and daughters have rare talent and contribute very materially to the entertainment.

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The London Advertiser hits the nail in the head when it inquires "Do the journalists who are now saying that the Government ought to have anticipated a deficit in these hard times, and guarded against it by reducing public expenditure, remember that not more than two weeks ago they were pitching into the same Government for not pushing the Pacific Railway regardless of expense? Consistency, thou art not a Tory possession!"

HAMILTON'S BLOCK,

KENT ST., LINDSAY

FELT AND MOOSE OVERSHOES,

(Figured and Lined.)

Childrens' and Ladies' Moccasins,

American Rubbers, (New Styles

Gentlemen's Fancy Toilet Slippers,

German Felt Boots.

L. MAGUIRE.

Canadian Post.

FRIDAY, FEB 18, 1876

LOCAL NEWS-LETTERS.

VICTORIA ROAD STATION

[Correspondence of The Post.]

SLEIGHING. The snow has been very acceptable to farmers and lumbermen. The sleighing is now splendid, and there is not an idle horse in this section. Large quantities of posts, (not THE CANADIAN POST) cordwood, lumber, and others timbers are being piled up along the track of the Nipissing Railway. Mr. Thompson is also receiving a large stock of logs, pine and basswood to be ready for summer's run.

HOTEL CHANGES. Mr. Hector Campbell is about to leave the Victoria Hotel, and Mr. Cummins is talking of resuming operations in hotel-keeping.

TEMPERANCE. The backsliding templars were to have had a resurrection last Thursday evening, but the material wherewith to build was not forth coming only one villager being present. They try again this Thursday evening.

WOODVILLE.

[Correspondence of The Post.]

TEMPERANCE ENTERTAINMENT. —An open meeting the Woodville Blooming Rose Lodge took place on Friday evening last. Able addresses on the subject of temperance were delivered by the Revs. Messrs. Murray and Wilson, resident ministers. Readings and recitations were also given by a number of the Lily Dale Lodge, Argyle, who were present on the occasion. The Woodville Brass Band were also present, and contributed very materially to the evening's enjoyment. The following officers elected for the present quarter were openly installed:—Bro. Swanton, W. C. T.; Sister Armstrong, W. V. T.; Bro. Ferguson, W. S.; Bro. R. Campbell, W. F. S.; Bro. McSwyen, W. T.; Bro. E. Armstrong, W. A. S.; Bro. Spencer, W. C.; Bro. Wm. Armstrong, W. M.; Sister Carpenter, W. D. M.; Bro. McNeil, P. W. C.; Bro. Sutherland, W. O. G.; Bro. Sidey, W. I. G.; Sis. Stanton, W. R. H. S.; Sis. Sangster, W. L. H. S. After which votes of thanks were tendered and the meeting broke up, all being well satisfied with the evening's enjoyment.

NEW HOTEL. Mr. Andrew McPherson is making preparations to erect a large hotel 60x20 two storeys high, on the corner of King and Knapdale streets.

MUD LAKE—WEST SIDE.

[Correspondence of The Post.]

A MISSIONARY MEETING was held in this place on the evening of the 7th inst., by the Rev. Mr. Lawson of the Methodist Church of Canada. Mr. James Grigg was unanimously voted into the chair. After the usual preliminary remarks the chairman called upon the Rev. Mr. Andrews to read the report. The Rev. gentlemen on rising explained the reason of the absence of a deputation from a mistake of the district board, and consequently all the talking would have to be done by his worthy colleague, Mr. Lawson, and himself. After the reading of the report Mr. Lawson was called upon and gave another eloquent address, Mr. Andrews was again called upon and gave another eloquent speech, and in spite of the fatigue undergone by the two Rev. gentlemen so greatly delighted, the meeting came off admirably. At the close of the meeting a collection was taken up, and the subscription papers passed round, after which votes of thanks were given to the speakers who had so effectively held forth; to the collectors of last year, viz., Mrs. Gregg and Day, and to the chairman. The audience then dispersed, many doubtless sorry that missionary meetings come only once a year.

FOOT OUT. We are sorry that Mr. B. Day, while out here from the other side on a visit to his people, cut his foot severely.

HYMENEAL. Mr. Donald Gilchrist, of the Gilchrist vs. Carden law suit, has taken to himself another wife, one of the daughters of Ora.

CAVAVAN. Some of the young fellows of the adjoining neighborhood took advantage of the occasion to burn some powder gun caps, and probably blow away several Globes and other papers, and unsettled I suppose in nothing rain in general. We have nothing to write about. Mr. Poor, Can get information when the correspondent's own season comes. I have never seen it yet. MILLAX.

MARIPOSA.

COUNCIL MINUTES. Council met at Oakwood, the 7th day of February. Present, Messrs. Bowes, Parkinson, Webster and Brown. Absent, Mr. Adams. Minutes of last meeting read and approved. Moved by Mr. Parkinson, seconded by Mr. Brown, that the clerk be instructed to notify Mr. Robert Irwin and Mr. Teskey to remove the fence from off the road allowance in the 2nd con. of this township opposite lot 7. Carried. Moved by Mr. Brown, seconded by Mr. Webster, that by-law No. 193, being a by-law to make provision for granting certificates for tavern licenses in the township of Mariposa for the year 1876, and for declaring the terms to be complied with by any applicant for a certificate to obtain a tavern license; also to define the duties of the Inspector in said township in accordance with the Acts respecting tavern licenses in the Province of Ontario be now read a first time. Carried. By-law No. 193 read accordingly a first time. Moved by Mr. Parkinson, seconded by Mr. Webster, that by-law No. 193 be now read a second time. Carried. Council went into committee thereon, Mr. Webster in the chair. Committee rose and reported by-law No. 193 passed without amendments. Moved by Mr. Bowes, seconded by Mr. Brown, that by-law No. 193 be now read a third time and passed. By-law No. 193 read a third time and passed. Moved by Mr. Brown, seconded by Mr. Webster, that the following sums be granted to indigent persons, viz: John Edwards, $2; Widow Parsons, $6, in care of S. D. Webster; Mrs. Morin, $5; Widow Mason, $5; Thomas Walton, $10; Mrs. Sweetland, $8; Mrs. Dagg, $10 in care of J. Rogers. Carried. Moved by Mr. Parkinson, seconded by Mr. Webster, that the amount paid by the Clerk to the Returning Officers for holding the last municipal elections, amounting to $36.70, be passed. Carried. Moved by Mr. Brown, seconded by Mr. Webster, that the treasurer be allowed three dollars, being amount paid by him to T. Beall for a treasurer's book, be paid. Carried. Moved by Mr. Brown, seconded by Mr. Webster, that this Council now adjourn till the second Monday in March next, and then to meet to appoint pathmasters for the present year. Carried. J. F. CUNNINGS, T. Clerk.

KIRKFIELD

[Correspondence of The Post.]

ACCIDENTS. A young man by the name of Edward Warran while engaged in drawing saw logs to Mutton & Hutchison's mill, got his foot caught between two logs and bruised the ankle to such an extent that several weeks will elapse before he can again enter upon his duty as a lumberer. On Saturday a son of Mr. McGillvary while using an axe allowed it to strike his foot with such force as to drive it completely through from the toes to the instep.

SNEAK-THIEVING. Mr. A. McEachrana, farmer residing near this village, was deprived of the greater portion of his wheat, oats, and pork, during the night by a party or parties unknown. The thief must have been well acquainted with the premises or else he was an uncommonly dexterous one, as the pork was in a room attached to the house, and Mr. A. has two very vicious dogs which are constantly on the alert to watch the property of their owner. Other cases of petty thieving are reported.

SCHOOL HOUSE. We can boast of having the finest building (brick) of this kind in the North. It is neat, tidy and commodious, but its surroundings are an eye-sore. No fence encloses its grounds and stumps are so plentifully distributed around it that it would be difficult for a stranger to find his way to the house after dark without coming in contact with one of those nuisances. Does not the school law make it imperative on the trustees to rectify such irregularities and compel the Inspector to adjust the affair properly.

CHURCHES. We have one church in this village, it stands on the hill, and never was painted. Carden township can pride itself upon possessing one very fine church; several houses without fences; and not a single tavern within a domain of 120 square miles.

MARKET FOR STONE.—The country north of this is infested with large quantities of stone. Hitherto they were gathered and placed in piles and allowed to adorn the land as dead-heads and looked upon by all as a detrimental nuisance; but now, thanks to "the wheel-barrow road" a market is opened for their consumption, and so much a

Municipality.	Value as per Assessment Roll equalized by County Assessors for the year 1875.	Amount required to be raised by rate on the municipalities for County purposes in 1876.	Amount required yearly if sinking fund is to be established to pay off the debentures issued by each municipality, and not to be invested and allowed to accumulate at compound interest.	Rate per $100 of the last equalized assessment required to meet the County rate.	Rate per $100 of the last equalized assessment required to meet the sinking fund and interest on debentures issued by each municipality.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Mariposa	2132735 00	32493 00	11 per cent.	1 49½	1 10½
Ops	703458 00	16047 77	20577 22	2 28	1 53
Lindsay	3154000 00	100122 00	26535 26	3 17	1 19
Fenelon	456700 00	13699 00	1636 43	1 02	2 17½
Verulam (part)	61000 00	1524 00	1183 56	2 50	1 30
Emily (part)	2124770 00	115398 00	13349 14	1 53	5 30
			7077 85	1 00	4 70

* The actual assessment in Emily is much less than the equalized assessment, and much lower in proportion to the value of the property than in the other municipalities. The rate in the $1,000 is in consequence much higher, but the county rate on the municipal value is the same in all the municipalities, and is, as stated in the By-law, $2.92 on the $1,000.

An actual calculation shews that 5 per cent. of the bonus raised as a sinking fund each year and re-invested at 6 per cent. with the interest accruing thereon capitalized each year, will pay off the $85,000 in 13 years, by allowing it to remain invested till the end of the 13th year. And also that 2½ per cent. of the bonus so raised yearly and invested will, with the accumulated interest, amount at the expiration of 20 years to $85,986.71.

We, the undersigned, certify that we have made the above calculations, and that the results as herein shewn are correct.

J. KETCHUM,
A. O'LEARY,
D. J. McINTYRE,
W. M. GRACE,
A. W. J. DeGRASSI,
ANDREW WALKER.

[illegible] delivered at any station on the line. If it will pay large quantities will be shipped.

BRICKMAKING—Is still brisk. More grain has been planted on at this depot the present season than all the three previous ones combined. Kirkfield is a good place to purchase lots at reasonable rates.

OAK.—Mr. P. Cummerford, one of our pioneers, and widely known, died this morning (Tuesday) at 3 a.m., of consumption. He leaves a young widow with one child, and three children by a previous wife, to mourn his loss.

OAKWOOD.

[Correspondence of The Post.]

DULL TIMES.—Between uncertain sleighing and rather low prices for grain, there are some little complaints of dull times, but the lapse of time will bring matters right again.

THE RAILWAY QUESTION.—This is the great question here at present, and the friends of the Whitby Extension are thankful that another by-law has been so promptly submitted. There is no doubt but that the majority given on the last vote will be largely increased on the next vote here. The opponents of the last by-law see their error, and those who were indifferent are waking up to importance of the subject so that we should easily carry a majority of two hundred for the bonus. The amount asked is so moderate that in fact there should not be one vote cast against it in this township, but in so large a body of voters there will always be some opponents. We require a few railway meetings to arouse our people to the proper pitch for a good rousing cheerful general vote in support of the bonus to the Whitby Extension. If Mr. J. H. Perry or some other well known men would come out to help Mr. Holden, it would have a good effect no doubt, on the electors.

PAINFUL ACCIDENT.—A brother of John Tinney who a short time ago had the contents of a gun discharged through his hand, had the misfortune to have his right hand caught in the gearing of a clover mill, and all the fingers taken off at the second joint. He is doing well under the treatment of Dr. Tweedie, but had to submit to a further amputation of each finger.

THE WHITBY RAILWAY.

THE WHITBY EXTENSION AND THE GRAND TRUNK.

INTERESTING CORRESPONDENCE.

DIRECT CONNECTION WITH TORONTO—RUNNING POWERS TO OSHAWA—A SWITCH TO MR. GIBBS' MILL AND THE OSHAWA FACTORIES.

WHITBY AND PORT PERRY EXTENSION RAILWAY.)
MAYORS DUNDAS OFFICE
WHITBY, Ont., January 22nd, 1876.

Jas. Hickson, Esq., General Manager G. T. R., Montreal.

DEAR SIR, No doubt you will have noticed that we have been endeavouring to extend our line to Lindsay. A bonus by-law grouping the Municipalities of Mariposa, Ops, Fenelon and the Town of Lindsay was submitted and voted upon on the 13th inst.

The township of Fenelon having given a large majority against the by-law it was defeated, and it is now intended to submit a new by-law grouping the other three Municipalities which, we believe, will carry.

You are probably aware that nearly all the passenger traffic between Lindsay and Toronto is taken by the Nipissing Railway. Lindsay requires to make the journey in less time than by the Nipissing route, and in submitting another by-law the people of Lindsay wish me to give some guarantee of close connection with your local train from Cobourg to Toronto which, as it now runs, would require our trains to leave Lindsay too early in the morning to secure the traffic.

If it could be arranged to leave Cobourg 15 or 20 minutes later the object would be secured.

If you could make such an arrangement it would greatly assist both of our roads with traffic now cut off by the Nipissing.

The people of Oshawa are anxious to make connection with our road by a branch from some point north of Whitby.

It has been suggested, and I am favorable to the idea, that if we could get running powers over your line similar to the Nipissing, with a switch from your station to Oshawa, the same result would be obtained at a much less cost.

Would you please inform me if you would enter into such an arrangement with us.

An early reply will greatly oblige.

Yours truly,
(Signed,) J. S. HOLDEN.

MR. HICKSON'S REPLY.

GRAND TRUNK RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE.
MONTREAL, January 26th, 1876.

Jas. Holden, Esq., Managing Director Port Whitby & Port Perry Railway.

DEAR SIR, I have received yours of the 22nd January.

When your Company is ready to form a connection with our local trains, and thereby establish an efficient communication between the Town of Lindsay and Toronto, you will find the Grand Trunk Company quite disposed to meet you in the matter, and to do everything which is possible to promote the public convenience. We want traffic, and shall be only too glad to frame our arrangements so as to secure it. The granting of running powers over a portion of the main line of the Grand Trunk is a serious matter, and especially when that portion is so heavily crowded with traffic as is that part of the Grand Trunk Co. lying between Whitby and Oshawa. There is no reason whatever, however, why arrangements perfectly satisfactory so far as meeting the public convenience is concerned, based upon fair charges, should not be perfected for any traffic between your line and Oshawa.

I am, Dear Sir,
Yours very truly,
J. HICKSON,
General Manager.

THE APPORTIONMENT OF THE WHITBY RAILWAY BONUS.

WHAT EACH TOWNSHIP WILL HAVE TO PAY—THE RATE ON THE THOUSAND.

STATEMENT of the apportionment of the proposed bonus of $85,000 to the Whitby & Port Perry Extension Railway, amongst the municipalities and parts of the municipalities comprising the group, and shewing the annual rate required to be levied in each municipality upon every $1,000 of assessment, to provide for the payment of the interest accruing thereon, and the principal at the expiration of 20 years, taking the revised assessment of 1875 as a basis, and shewing also the rate if the sinking fund be re-invested at 6 per cent., and the interest thereon capitalized yearly.

	Assessed value of the last equalized assessment.	Amount of bonus payable by each municipality.	Amount required yearly if sinking fund is to be established to pay off the debentures issued by each municipality, and not to be invested and allowed to accumulate at compound interest.	Rate per $100 of the last equalized assessment required to meet the sinking fund and interest thereon.	Rate per $100 of the last equalized assessment required to meet the sinking fund and interest thereon if invested and allowed to accumulate at compound interest.
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PUBLIC MEETING IN LINDSAY.

The public meeting called for last Tuesday afternoon in Hill's Hall was very largely attended, the representation from the townships being strong and influential. On motion of Mr. Niblock, Mr. Wm. McDonnell, sen., was appointed chairman.

THE CHAIRMAN explained the object of the meeting and read the notice calling it. The question before them was now very well understood, and he expressed a favorable opinion regarding it. A number of opponents of the road were now using all the efforts they could to induce farmers to oppose the road. The Midland Railway was very positive that their rates for wheat and freights were as low as they could possibly be; but since this extension had been agitated Mr. Hugel had issued the poster (printed elsewhere) promising an abolition of the monopoly and other concessions in connection with Toronto. If we had this concession from the Midland Railway already what might we not expect when this Extension was built. (Cheers and laughter.) He thought it would be for the interests of the farmers of this county to do all they could to effect the construction of this road. He did not wish to say anything against the Midland Railway, for he was about one of those who supported it when it was projected, but he thought the time had now come when we should have another outlet. (Cheers.)

MR. JAS. HOLDEN said he was glad to see a full meeting, called as it was by the people, so many of the people of the municipalities interested. This by-law had been submitted to them by the County Council, and if it were voted down the County was to pay the expense. This by-law was, therefore, the people's by-law; and he shewed how considerable were the reductions on the amounts for the different municipalities as compared with the old by-law. If the people were to vote down this by-law the Company would never take that amount again to build this railway. It was their desire and intention to be able to compete with the Hon. Frank Smith had said, as President of the Northern Extension Railway Company, that every promise made to the municipalities had been carried out to the letter. That was the way honourable men should deal with each other. He then adverted to the false stories circulated by Sheriff Reynolds, and expressed the belief that the people were satisfied as to the good faith of this Company. They need not be alarmed, however, if more stories were circulated and more fly-sheets issued, because he understood the Sheriff had had printed 300 copies of the letter he had lately published in the Whitby Chronicle. He (Mr. Holden) and his friends did not come here for the purpose of injuring any man's character but for the purpose of pushing on this road, and if they happened to tread on the toes of some parties they could not help it. This road would give them the market of Whitby, between which and Lindsay there was a considerable difference. As an instance he stated that spring wheat was to-day $1 a bushel in Whitby and only 90c in Lindsay, showing a difference of 10c. They proposed to take wheat from here to Whitby for four cents a bushel, which would leave six cents. This road would enable Mr. Draper, Mr. Gibbs and other buyers and millers at the front to come in here and give the farmers six cents a bushel more than they were getting to-day. The millers in the vicinity of Whitby wanted from two to three million bushels of wheat—they wanted the finest white wheat such as was grown in Fenelon, and Ops and Mariposa raised the best spring wheat,—but they could not get here. Mr. Gibbs had told him that he could get wheat cheaper from Chicago than he could from Lindsay. Why should these men be shut out from the Lindsay market? It was a question for the people to decide. If he could show that it would increase the value of every bushel of grain, of all the produce of the soil, the value of land, of rents and prices of land then it would be to their interest to vote the bonus and secure the road. A statement of the amount for each township, the rate per thousand of assessment, and other particulars had been very carefully calculated and certified to as correct by Messrs. J. Ketchum, A. O'Leary, Dr. DeGrassi, W. Grace, D. J. McIntyre, and A. Walker, and this could be taken as authentic. As an instance of what would have to be paid he stated that Mr. Ben. Johnson, of North Mariposa, one of the largest farmers of the township, was assessed at $14,000 and would have to pay about $14.50 a year taxes. Mr. Johnson sold about 3000 bushels of grain, and if he got five cents a bushel more for it there would be $150, for which he had paid $4.50. Was that not a good speculation? It had been said that Mr. Gordon's statements from his grain books were untrue, as were also the statements furnished by Mr. Macaulay from his grain books, but he had been informed that a gentleman had examined Mr. C. L. Baker's grain-books and had found that what Mr. Macaulay had stated was true. He was glad Mr. Macaulay was here himself. He was convinced that what that gentleman had said against the road was not correct, because they had not looked into the prices paid at Whitby. He (Mr. Holden) was ready to stand here and say one word against Mr. Baker or Mr. Dundas. He thought they deserved great credit, for both were enterprising men. If he were in Lindsay and in business he would make all he could and would do just as they were doing; and would make all the money he could. What was wanted at Lindsay was keen competition to make their market competitive with the Whitby markets. At Whitby there was an immense sum of money invested in mills, and these mills wanted wheat. He was glad to learn from the Manager of the Grand Trunk that he was willing to run their cars down to Oshawa and to Mr. Spink's mill; so that grain could be brought to the door of the mills. When they had been arranging about connection with the Nipissing passenger trains for Toronto he had objected to be bound for twenty years to connect with the earliest morning train on that road, for in twenty years a change might take place and that company might possibly make their early train pass Whitby at four o'clock, rendering it necessary to leave Lindsay before two in the morning, at which hour they would get no passengers. They could, therefore, only bind themselves to connect with a morning train. But he had since then written to Mr. Hickson, the Manager of the Grand Trunk, and had received from him the following letter:—[See letter in other columns.] The Grand Trunk Manager had also agreed to facilitate the building of a switch to Mr. Gibb's mill at Oshawa, and thus cars could run from Lindsay straight to those mills. Mr. Holden also pointed out how easy it would be for the Nipissing Railway to build their road across the five or six miles to the Whitby Extension, and by claiming the rights of user to which all roads aided by Government were subject could put down a third rail and run their cars into Lindsay, thus giving another outlet. Some people here said vote down this by-law and you will secure the Huron & Quebec Road; but he (Mr. Holden) asked that from Magnetawan to Quebec of the Huron and Quebec project, but rather promoting it as far as the interests of Lindsay were concerned. The Whitby road would make Lindsay a grand railway centre. Lindsay had one of the finest positions of any place he knew of in Canada. Why did Mr. Cluxton come to the County Council and come here now with his scheme? It was because Peterboro was afraid of Lindsay. He (Mr. Holden) thought that for the small sum of $13,000 no man in Lindsay should vote against a project offering so many advantages as did the Whitby Extension. He had understood from Mr. Adam, the Deputy-Reeve of Mariposa, that in his part of the township near Woodville, they would be greatly advantaged by this road for they would get their grain carried for 3½ cents instead of 6 and 6½ cents they now had to pay. This saving of 2½c. to 3c. a bushel would go directly into the farmers' pocks. No man, therefore, should vote against the by-law but every man should rally to the polls and bring out his neighbor, and see that the by-law was carried, and then the Company would go into the pockets of the farmers, and this would be more than $20,000 a year. The produce men would do a more satisfactory business and make more money; while the merchants would sell more goods for the increased volume of trade; and the manufacturer would be able to bring in his raw material more cheaply than at present. (Cheers.) Was this road a good one, was what they asked and got? He thought there was no intelligent man but would agree that this road was worth all they asked for it. With regard to the wheat quotation referred to by Mr. Holden it had been a dollar in Whitby two or three days ago, but since then unfavorable news had come from England and probably it was down a cent or two. He hoped they would all come forward and vote for this by-law and he was satisfied they would never regret it.—he was satisfied Mr. Baker would never regret it if he voted for the by-law,—and if it carried they would place this town in a proud commercial position. (Cheers.)

MR. J. HAM PERRY, of Whitby, was next called upon, and gave some reminiscences of the trade twenty-five years ago when he, then a boy, used to sell goods to many of the farmers of Mariposa, whose faces he now recollected among those present. He was an old railway man and gave some reminiscences of the railway projects of those early days, such as the Whitby and Huron railway from Whitby to Georgian Bay. He need scarcely advert now to the advantages of railways. You could not go to a town or city or municipality and propose to hand them back all the bonuses and taxes they have ever paid and give up their railways. That shewed conclusively that the railways had been of immense advantage. Although those who had risked private money in railway enterprises might lose, the country generally would immensely benefit by the increase of railway facilities. He went on to review the conditions upon which the people were asked to vote this bonus of $85,000 and pointed out the various clauses in the bond given by the Company to the county. One condition was that the Company should carry grain for four cents a bushel, a reduction of one and one-fifth on the Midland Railway rate, and this would increase to that extent the value of every bushel raised by the farmers. The guarantees given by the Company that they would carry out the conditions of the bond were of the most satisfactory character. He did not see how the grain buyers of Lindsay could oppose this railway, and to support this view he read several extracts from reports by Mr. Brown, Mayor of Lindsay, in 1869, and chairman of a committee to arrange for the construction of the Nipissing Railway to Lindsay. That report shewed that by securing communication with Toronto by the Nipissing Railway—which was no more direct or advantageous than the Whitby Railway—there would be effected the following saving each year:—

On railway travel	$9,400.00
" grain	3,000.00
" butter and lard	125.00
" freight on goods from East and South	6,000.00
" freight on goods from Toronto	2,400.00
	$20,925.00

This statement was signed by Mr. Brown as chairman of a committee to promote the Nipissing by-law, and on that committee, as he gathered from another published letter, were Messrs. Thomas Keenan, Geo. Stephenson, S. C. Wood, J. McLennan, J. R. Dundas, Jas. Watson, J. Dobson, W. L. Russell, W. McDonnell, C.L. Baker, Joseph Cooper and Geo. Crandell. (Cheers and laughter.) Here was effected a saving of over $20,000 a year, fully $7,000 more than was asked for on this by-law. He was delighted to feel that the leading business men of the town should upon the proper occasion and at the proper time put their shoulders to the wheel and endeavoured to secure the great advantages of another railway. What had occurred since that time to prevent the town receiving just as great advantages now as then? It now depended upon the people of Lindsay to decide whether their town was to be the centre of a grand network of railways, or whether they were to let the opportunity pass. He went on to shew the great benefits of railways to Guelph, St. Thomas, Hamilton and Toronto. The opportunity was now given Lindsay of becoming the centre of a system of railways, they