resident of characteristics left, the for Iowa to join a son and who reside in that State. Hee

BURGLARY.—Some person on nesday night entered the worksh which Capt. Cuthbert has been ed in building yachts this wint the foot of Division street, and five planes, an adze, and an axe.

THE MATTINE FECTORY.—The vote the productions of the Cobourg

ONTARIO COUNTY.

BARREUPT SALE

READY-MADE GLOTH

FURS, ETC.

BANKRUPT STOCK

Miller & McClelland, In-

solvents, Toronto,

OHN & HARRON (Groof Kotchum CHAS. D. BARR, EDITOR AND PROPRIETOR.

LINDSAY, ONT., FRIDAY, MARCH 2, 1877.

E PREPAID BY THE PUBLISHER. erms. 31.50 in Advance.

11 UDSPETH & WOODWARD, Vol. XVIII. Whole Number 912. Aotels, 15 DIXON IS A Happinbur, much thomas as true them to the thomas the second the second the second to Was It Imperet MEINTYRE & WHITESIDE, Dag RWIN'S HOTEL, Corner York and Rout Striken Striken Control Striken Str THE WINDSOR HOTEL, Corner

W. ACHO, DUNKYOUD'S LAW

OF REN'S HOTEL, Corner Business Cards. LAMES MCKIBHIN,

FR.

bds

Fina

ST

rted.

TRE

SON

PEPPIETO

tours, do. Land and Gororal Agent.

GENTENNIAL MEDALS.

Ban Works.

Bittle Britain.

NEW GOODS AL

A Park

Livery stables. GUNIOAL'S LIVERY STABLES, LIVERY NOTICE.

Eumber.

\$10,000 Private Pands to | UMBER YARD. THE PUNDS LUMBER AND SHINGLES.

SILINGLES

REAR OF WOLLEN FACTORY. All kinds of f meber, Shingles, Schutting, Lith Plooping Joist, Pickets, Plank Green & Elis, Fenelon Falls. A. W. PARKINS, Agent,

INDSAY PRANING FACTORY. DOORS, SASH,

Planing Factory.

.. . Monumente, Head-

Centennial Medals ONLY GOLD MEDAL Potts by the use of Nitrone Oride Gas. In the control of North State of North St

GENERAL GLOTHING AND TAILORING STORE, W. College Dental Surgeone, Ontario)

Anthraus. THE FARMERS HOME, Cobordinate of the properties of the point of a Membra of the properties of the prop

(11-OBE HOTE), next door to John
(11-OBE HOTE), next door to John DOVEY HOLSE, (Late Coryoll & Sud Use Class). Class Coryoll & Sud Class. Correct Correct Sud Correct Sud Class. Correct Correct Sud Correct Sud Correct Sud Correct Correct Sud C DOMINION HOTEL, William St., Lindsay, opposite C. Baker's old dand John Evins, Proprietor Recept attention paid to secure these low rates.

Midland Rathway Offices, Port Rope, Jan. 2nd, 1877 904-13.

IEWIN'S HUNEL A. St. by Manual Description of the proprietor of the paid of the pa

Commoncing Monday, January 1st, 1877. Poronto, depart. 8:30 a.m. 4:00 p.m. Uxbridge 11:15 6:40 11:50 p.m. 1:50 p.m chi- GOING SOUTH Mixed Hotel Manager 2011 IV.

CEN'S MOTEGIA, Corner King Milhardanotten 1946. 206 p.m. 206

W. GOODERHAM, Jurn., F, 1877. Managing Director. MIDLAND RAILWAY OF CANA. Monday, December 18th, 1876

CARTH, COCHRAN & CO., Stock B. Brokers, Real Estate Agents, 38 Toronto St. Permits.

Formula:

Warbaushenedph 11:00 a.m., Orillis 12:30 "

Beaverton 1:58 p.m., Woodylle 2:25 "

Oktwood 2:40 "

Oktwood 2:40 "

Oktwood 2:40 "

Oktwood 2:40 "

Oktwood 3:30 "

Oktwood 3:40 | Milbrook depart | 5:25p.m | 11:40s.m. |
| Peterboro' | 6:25 | 12:50 |
| Lakefield arrive. 7:00 | 1:30 p.m. |
| GOING SUCTH | Mail. | Mixet. | Mail. | 3:00 p. m. 4:15 '' 4:58 '' Lakefield depart .. 9:00 a.m.

Comfortable course, and good horses on hire at reasonable rates. BRIAN OUNIOLE outry, Dill Shed. Trums \$1.50 and upwards, according to time.

for content to CONVENT Ot Lindsay, Ontario.

Is admitted to be THE FINEST IN CANADA. The sanitary arrangements are being copied into the new Normal School at Ottawa, the Pro-ceed of rehited having preferred them to those adopted in any Educational Institution in the LADY SUPERIOR, Lindsay, Ont., Conada. Thos. fee.

BUILDING.

MPORTANT TO SMOKERS.

We have again to call your attention to the N. & A. Harrison, LUMBER YARD, LINDSAY, NUMEROUS IMITATIONS LINDSAY MARBLE WORKS.

> MYRTLE NAVY TOBACCO, THE STAMP IS T. & B. IN OULT LETTERS

Is on each Plug of the Genuine. Atlan Line. ALLAN LINE ROYAL MAIL STEAMSHIPS.

Nova Scottan, salistrons Portland., 17th February Perrylan, 24th February Perrylan, 34th March 17th March 17th

s. Corneil.

delifolly b. CORNEIL, SQUARE, AND UPRIGHT

THE LIFE DEPARTMENT Her been introduced into Ganada, and parties attention(will be paid to this branched the bushed for particulars and to offset (managed). Agent for Lindsoy and Co. Victoria Ottawa

Agricultural INSURANCE COMPANY. HEAD OFFICE. OTTAWA.

FIRE & LIGHTNING. The OTTAWA AGRICULTURAL INSURANCE COMPANY is a purely Canadian Company, which neuros nothing more hazardous than Farm Pro-portios and Private Mesidences.

ines in the Dominion.

Insure in the Ottawa, thereby saving money and at the same time encourage Canadian enterprise. The insuring public will please notice that our DEFOSIT is not in Debentures or Stock, generally of doubtful value, but CASH, securing absolute safety with low rates.

We would caution farmers and others not to be deceived by persons asking them to be insured in the Agricultural, but to be sure it is in the OTTAWA AGRICULTURAL, now the most popular and best Farmers' Cumpany in Canada. Insure in no other.

C. McLeely.

EAST END MARKET, EAST END STORE & TINSH REENAN'S BLOCK, RENT ST.

AMERICAN AND ITALIAN

Marble

W. Herlibey.

W. HERLIHEY

PAINTING.

BLACKSMITH.

T. HICKEY,

COTCE AND CANADIAN GRANITE.

EXECUTOR'S NOTICE. of December, 1876, are, on or before the seventeenth day of March, 1877, to send by post prepaid to Meserx. McIntyre & Whiteside, of the Town of Lindsny, the solicitors for James Mark, William Mark, and Dougald Sinchair, the Executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of their securities (if any) held by them, and all parties are hereby metihed that the esta Executors will after the last mentioned dip proceed to distribute the assets of the said deceased without regard to any debts other than those of which they shall them have notice.

Dated this 16th day of February, A. D. 1877.

S10-4 McINTYRE & WHITESIDE. CARRIAGE SHOP. SLACKSMITHING & REPAIRING AND MAKING Meintyre & Whitemde. CHERIFFS SALE OF LANDS.

Saturday, the 31st Day of March, A. D. 1877, at the hour of Twelve o'clock, neon, under and by virtue of a writ of fieri facine, all the right, title and interest of the undermentioned defendants, in and to the following lands and ten-ACHIBALD CAMPBELL FINE CONFECTIONERY & PASTRY A SPECIALTY

四月

DRY GOODS. SHAWLS,

OVER \$152.000 WORTH IN ALL

October's child is born for woe, And life's vicinsitudes must know; But hy an opal on her breast, And hope will luil those cares to rest,

NOTIONER.

Who first comes to this world below With drear November fog and snow, Should prize the topogs, amber hus—Emblem of friends and lovers true.

miles, \$106,000. The road was, therefore, indebted to the amount of about \$286,000, or in other words, had a bonded debt of \$4,760 per mile. The portion proposed to be aided was from the Mississippi River to the Madawaski River, a distance of about 30 miles. As hon. members were aware, this road ran through a section of country which was partly unsettled, or at all events a sparsely settled area; and it was proposed, for the purpose of enabling it to be built from the Mississippi to the Madawaska, to aid it to the extent of \$8,000 per mile. After the road reached the Madawaska River there was only some seventeen miles to complete in order to reach its original objective point, a junction with the Canada Central. It would be proper for him to state that the aid which was proposed to be given by the Government this session to the various railways was to be given on what was called the railway subsidy principle. They did not propose to pay any amount of money in cash on the completion of the road, but to pay a yearly subsidy for twenty years—in the case of this part of the Kingston and Pembroke—to a sum of \$6,000 per mile. The thirty miles that was to be built from the Mississippi to the Madwaska was estimated to cost, including rolling stock, \$18,000 per mile, making a total of \$500,000, which was proposed to be raised as follows:—Government aid, \$240,000; bonds, at \$3,000 per mile, \$270,000, making a total of \$100,000. This would fall short of the amount require 1-to build it by \$30,000. This would real also to the amount of the road so far constructed was \$211,575, leaving to the credit of the road of the road so far constructed was \$211,575, leaving to the credit of the road for the road so far constructed was \$211,575, leaving to the credit of the road for the road so far constructed was \$211,575, leaving to the credit of the amount actually to be granted this session of Parliament a sum of something like \$100,000.

An Hor. Miranene—What about that portion of the road between the Mada-

Central.

Mr. Parder said it would be time enough to consider that part of the line after the road had been built to the Madawaska. The company had shown a great amount of ability and energy in completing the road so far as it had been completed. The gentlemen connected with it had put in a large amount of capital, exclusive of what they had got from the Government and the municipalities, and having succeedpany such reasonable assistance as the railway fund would permit. The Government considered the building of this road into a country virtually unpopulated would promote settlement, and it was only right the land which would be settled by means of this line a should contribute and pay towards its building. There were about seven million acres of land unlocated in the free grant territory.

. wi bar meds

servined, 30,000, bounds at \$5,000 per mile, less discourse. 30,500, or only \$4,500 from heing on a completely financial basis. It was well known the heriting of complete their countributed to the revenue of the Province, and it was not asking too much to give it \$2,000 per mile. In order to enableth company to complete their countract. The road was under contract. The road would ensure the countract. The road would ensure the countract and the Government aid would ensure the countract to Heriting were completed, and the Government and was the Government and would be \$23.00 per mile. The road would ensure the cause of good deal of excitement, viril the Credit Valley Railway, which many people thought should not have been built at all. He did not propose to discuss that question. This railway commences at Toronto, and it was intended to aid it as far as ingersoil, and also on its branches from Stragtiville to Alton, and from Cataract to Hous. The whole distance covered by Government aid would be \$124 miles. It had previously reserved aid to the extent of \$25,000. per mile. The road was supposed to cost, inclusive of rolling stock, \$18,936 per mile. The road was supposed to cost, inclusive of rolling stock, \$18,936 per mile. The road was supposed to the extent of \$25,000. This would leave \$2,008,379, which amount was realized from municipal bonuses to the extent of \$25,000. This would leave \$2,008,379, which amount was realized from municipal bonuses to the extent of \$25,000. This would leave \$2,008,379, which amount was realized from munical bonuses to the extent of \$25,000. This would leave \$2,008,379, unich amount was realized from munical bonuses to the extent of \$25,000. This would leave \$2,008,379, unich amount was realized from munical bonuses to the extent of \$20,000 per mile. \$300. This would leave \$2,000 per mile. \$300. The Machongall's services were worked, \$112,000 per mile \$300. The Mac

In the Senate last Thursday, says the Hamilton *Times* correspondent, Hon. Mr. Read moved for a committee com-

The Section of the service of positions of the service of the serv merical minority, but this is disputed.

Mr. Hope is giving the Government good ervice in this and other matters, and his services are universally recognized.

CONSTITUTION OF THE SENATE.

Last Friday afternoon for a short time there was a lively scene in the Senate. Mr. Aikens moved for a copy of the correspondence which has taken place between the Canadian and Imperial Governments since 1873 in reference to the appointment of additional Senators to the Senate, as provided by clause 26 of the British North America Act. It will be remembered that on the occasion when the Senate threw out the Nanairo and Esquimalt Rail-way Rilli there were some accessed.

motions and pass them solely to emread, rather than give you the \$1.000 per mile which is necessary to complete the construction." He might say, however, the grant should be looked upon as a finality so far as this road was concerned. He did not think the company could ever be in a position tocome back asking for a single dollar more for their read, or the people along the line could ask for any further assistance. (Hear, Mear.)

Mr. Mersenter—Is the Government satisfied the road can be built with this additional grant?

Mr. Parener said the Government was reasonably well satisfied on that point. His hon friend the Treasurer had not the company was \$27.000. The next road which it was proposed to aid was the company was \$27.000. The next road which it was proposed to aid was the victoria Railway. This toad was considered to be a colonization road, and it was completed fron Lindsay to Kinmount, a distance of 33 miles. Its objective point was the conflux of the Ottawa with the Mattawan river, but it was only proposed to aid the road adistance of 22 miles from Kinmount; and distance of 22 miles from Kinmount; and the construction of \$15,000. The heart of \$15,000 are the line work of the String of the Construction of \$15,000 are the line work of the String of the Construction of \$15,000 are the Haliburton district to aid the road from Kinmount to Haliburton to stad give \$3,000 per mile to the six miles of the road that were within their territory, or in all \$18,000.

The bonus from the Haliburton district to aid the road from Kinmount to Haliburton amounted to \$55,000. Then it was sentimented \$45,000 would be read to \$15,000 are the haliburton and the proposed to aid the road of the same proposed to aid the road the

20 years. This company was really the first company which had regularly, earnestly and energetically gone to work to penetrate into the very neart of the unsettled lands of the Province. (Hear, hear.) If hom gentlemen would take the trouble to look at the map they would find this road was proposed to run from Haiburton to the mouth of the Mattawan through the very centre of that large portion of our territory which at the present was unsettled, and which was likely to remain so for the next half century, unless some such road as the Victoria was built through the district. In connection with the Victoria road it was proposed by the Government to set saide a strip of land twenty miles wide ten miles on each side of the road, to form the source of a fund to recoupt he Government for the grant to set saide a strip of land twenty miles wide ten miles on each side of the road, to form the source of a fund to recoupt he Government for the grant to the road. This tract would extend from the northern boundary of the English Land Company's territories to the river Ottawa at or near the mount of the Mattawan River, a distance of 66 miles. This tract would include \$41,800 acres which, as he had already stated, it was proposed to set aside so as to form a separate fund for the purpose of recoupting the province for the money expendent through at one time. They day proposed to sid it in sections, and, if they should have the good fortune to remain in power, to continue the aidas circumstances might require and the building of the road should be built from kinmount right through at one time. They day not the intention of the Government to mild the road from Kinmount right through at one time. They day proposed to sid it in sections, and, if they should have the good fortune to remain in power, to continue the aidas circumstances might require and the building of the road should be built from kinmount to Hallburton, and it was shown there was a fair prospect of complete the province for the money of the form the province for

REVENUE PREEIPTS.

year, it requires but a slight revival in the lumber trade, in addition to the usual wheat crop which last season was almost a failure in this section, combined with the steady growing passenger and goods traffic of the railway, to soon restore the former earnings and far exceed them.

The working expenses of the line have been \$173,335.38 or £35,616,17.2 isterling, against \$179,221,31 or £36,826.08 isterling, a rate equal to 63.59 on gross receipts, exhibiting a slight increase of 47.100, in comparison with the previous vear. It has only been by the greatest economy that this rate of working expenses could be maintained,—and the more so as the care of the road-bed and track required a greater outlay than ever, the sum expended thereon, to wit, \$57,434.20, under the heading of Maintenance of Roadway, exceeding the ine, the details of which are minutely set forth in the report of the Engineer. Every practicable reduction in wages and in the general staff, consistent with keeping up the proper efficiency of the road, has been made. The total earnings of this year on a line of 130 miles running, falling below toose of 1871 on a line of 66 miles, the detailed figures of all expenditures must prove a reliable index that all due care and ville where the books are keept, and EXPENDITURES.

mains as previously reported.

SPECIAL WORKS.

bottles, begalacade, pipes, barrels and all officer vancies or packages mannefactured by the, from head, sinc, glass or any other material and capable of helding liquids; crates containing glass, china, crackery or carthonware, and all packages in which goods are commanded by the cartridge thereby causing in the gaol, where he had been in middle finger on the right hand. It is only a wonder long that many the property of the p

ting factory are taken by one PARLIAMENTARY NOTES.

In the Public Assumes Mr. MROWN.
In the Public Assumes Communities

Friday morning, Mr. MacDengall, of Elgin, saked for an augustation of the
item crediting the Hon. George Brown
with a refund of \$1.000. Mr. Macken
as to Washington a certain sum was sent
to Sir Edward Thornton to pay the necessary expenses of the negotiations;
that Sir Edward Thornton to pay the necessary expenses of the negotiations;
that Sir Edward had full charge of the
money, and paid by checque whatever
was necessary. Some times ago he sent
a checque for the balance remaining to
the Governor-General and the refund
was entered in the buoks to the credit
of Mr. Brown, which was wrong. He
committee details. He would, however, say Mr. Brown never had any of
the cash in his pusuession. He refused
to receive any compensation for his services and had paid all his own personal
expenses. This effectually answers the
latest Tory scandal.

WANDERING WILLIAM.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanation of the time of 2000 and all Wr.

Mr. Dymond asked for an explanatime of the time of 2000 and all Wr.

Mr. Dymond asked for an explanatime of the time of 2000 and all Wr.

Mr. Dymond asked for an explanatime of the time of 2000 and all wr.

Mr. Dymond aske Toronto, and thus the company is lieved from the expense of travell Negotiations are going on for the tri fer of a portion of the premises o pied by the matting to the Norval M ufacturing Company.

ADA.

To the Bond and shureholders of the Midland Railway of Canada,—
The annual report for the year ending the flat December, 1876, to which the customary accounts are attached, is hereby respectfully submitted by the Directors.

Directors.

The gross receipts for the year have been the sum of \$272,954.96 or £50,006 128. 8d. as against \$284,322.86 or \$58. 128. 8d. as against \$284,322.86 or £1,335 168. 4d. as compared with the previous year. In the amount of this revenue the Directors cannot but feel disappointed During the first three months of the year, ending 31st March, and embracing a period at which the usual winter shipments of grain, more seperially wheat, are made, the result of a fair crop, increased the earnings of the road in the sum of \$10,532.88 as against last year, and gave the railway the best winter business it ever had—but no sooner did we enter upon our spring and summer traffic, it became at once apparent that in the resources of lumber, timber and shingle freights, hitherto considered our main staple, were destined to suffer a severe loss. As a result, the total reduction shews nearly twice the diminution in quantity we experienced the last few years, and reduced the freight receipts from the reduction shews nearly twice the diminution in quantity we experienced the last few years, and reduced the freight receipts from the reduction shews nearly twice the diminution in quantity we experienced the last few years, and reduced the freight receipts from the reduction shews nearly twice the diminution in quantity we experienced the last few years, and reduced the freight receipts from the reduced the freight receipts from the reduced the freight receipts from the series of sage, feares surviving a wife and in the sum of \$10,502.88 as a series of the deceased John and the sum of \$10,502.88 as against last year, and gave the railway the best winter business it ever had—but not have been deterly in a fair took in the sum of \$10,502.88 as against last year, and gave the railway the best winter business it ever had—but not have been deterly in the first had a fair took of the deceased John and the proposed of the

DEATH OF A VETERAN. Mr. Charles, a veteran of 1812, dued his residence in Madoc last week. It was 36 years of age.

How doth the busy bumble Be