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Canadian Post.

LINDSAY, FRIDAY, AUG 31, 1877.

THE COBDEN CLUB IN CANADA

The Hamilton *Times* indulges in some characteristic chaff over the announcement that Mr Goldwin Smith has been appointed the official representative of the Cobden Club in this country, and avows that as Mr Smith has been in the habit of talking Protection he must have succeeded in winning over the Cobden Club to the toleration of a certain amount of Protectionism in its members. The inference is altogether too hasty, as the *Times* is reputed with Mr Smith's sound but on the course well know. It may be true that the Cobden Club is growing less straight laced in its Free Trade views. It may even be true that English Free Traders have come round to the common sense view that trade "should vary in accordance with the varying circumstances of the countries in which they are to be enforced." We are not aware that any considerable number of them were ever so unreasonable as to entertain any different opinion, but whether they did or not makes little difference so far as the solution of the question in Canada is concerned. Neither does it make much difference whether Mr Smith has converted the Cobdenites or they have reconverted him—whether the mountain has gone to meet Mahomet or Mahomet to meet the mountain. Our recollection of Mr Smith's position is that he never whole in Canada did more than argue in favor of a "national policy," and there can be no question that what he meant by that convenient phrase was something vastly different from what some of those associated with him meant by it. If he ever did indulge in genuine protectionist talk and meant it there can be little doubt that his joining the Cobden Club is equivalent to a recantation. Immediately after leaving us a few months ago he wrote a magazine article in which he pointed out that Protection was no remedy for our difficulties, and that the only way to expand the bounds of our "great up Ulster" was to secure a Zollverein, or customs union, with the United States. It seems a little singular that the Hamilton *Times* should quote from Mr. Smith's national policy letter written from England to the Montreal *Herald*, three or four years ago, and ignore so pronounced a recantation published less than a year since. We may at the same time remind our contemporary that the article we allude to has been followed by another in which the "manifest destiny" of Canada is shown to be political as well as commercial absorption in the United States. Either Mr. Smith always held these views or he did not. First he did hold them before he ever left England is certain, that he holds them now is equally so. It follows that while here he must have either talked in a different strain for a purpose or have undergone a double process of conversion. His friends and his enemies, his admirers and his critics will differ as to which view of his position is correct, but, as we have already said, the settlement of the question is of no practical importance either way. It is absurd to speak of either Mr. Goldwin Smith or the Cobden Club or the theoretical writings of free trade authors having any effect in preventing Mr. Mackenzie or his colleagues from framing their tariff to suit what they conceive to be the best interests of the country. If they do not happen to see eye to eye with the *Times* at all times that is a matter to be regretted, but it does little good to do as the *Mail* and its satellites are constantly doing, deride the Government as unpatriotic because it will not in obedience to their theories undertake to disturb the whole fiscal system of the country.

RECIPROCITY AND PROTECTION.

There can be no doubt that the Protectionists of Canada as well as those of the United States are at heart opposed to reciprocity, but it is becoming rapidly apparent that our neighbours are drifting into a better frame of mind on this subject. Some time ago Secretary Evarts gave utterance to some sound and wholesome truths on questions of trade, shewing that he held views almost as advanced as those of the Wells and Bryant school to which he really belongs. As became a minister of state he spoke with great caution, but there was no mistaking the ring of his words. It is no secret that about New York and Washington there has been within the past few months a great breaking up of the Protectionist phalanx. The divisions in the Republican ranks over President Hayes's policy has allowed the more liberal trade views a chance to come to the surface, and they are making themselves felt and heard in a very satisfactory manner.

The latest indications of the turn of the tide are the resolutions adopted by the National Board of Trade which met at Milwaukee last week. One of the earliest of these was a resolution in favor of abolishing the duty on lumber. This is a matter in which Canada is interested to an enormous extent. If that duty were removed we could control the Eastern market to a very large extent, and our lumber trade would immediately revive. It would be too much to expect the duty to be removed at once but we are confident the time is not far distant when it will be. More important still as an indication of a decided change in public opinion was the following series of resolutions, which speak for themselves:

Resolved, That in the judgment of the National Board of Trade the navigation laws of the United States which forbid registration under the American flag to foreign built vessels purchased and owned by American citizens, have not only failed to yield the advantages claimed to the American ship-building class, for whose benefit they were enacted, but have also contributed to the serious decline and threatened destruction of the American ship-owning interest, and to the ocean carrying trade of the United States.

Resolved, That the immediate repeal of these laws by giving encouragement to American citizens to become ship-owners and to engage in the foreign commerce of the country, would conduce to the permanent prosperity of the ship-builders of the United States.

Resolved, That the immediate repeal of these laws would offer the best inducements which the Government could hold out to American citizens to enter into competition with the citizens of other countries for a proper share of the vast ocean traffic of the Atlantic Ocean now carried on almost exclusively under other flags than our own.

These resolutions merely re-echo the opinions of Secretary Evarts on the same subject and every thinking person knows the argument here involved applies to every branch of industry just as it does to ship-building. In other words the protective system, based as it is on selfishness and perpetuated for the benefit of the few, is found to have been "a fraud, a delusion, and a snare." The question of reciprocity was before the Convention, and certainly we in Canada have nothing to complain of in the way in which it was disposed of. The resolutions adopted were cautious in tone, and the moderate and practical views they embody are admirably expressed. These resolutions, which were adopted all but unanimously, are as follows:

Resolved, That the President of the United States be and he is hereby respectfully requested to consider the expediency of recommending Congress in his first annual message, to authorize and provide by appropriate legislation for the appointment of a commission to co-operate on the part of the United States with a commission to be appointed by the Government of Great Britain in the arrangement of a Treaty of Reciprocal Trade between the United States and the Dominion of Canada.

Resolved, That the object of the proposed treaty being the promotion of kindly feeling and of a mutually profitable trade between the great and kindred communities living in near proximity to each other the negotiations now recommended should be considered in a liberal spirit, and with a view of securing such concessions on both sides of the tariff as are generally recognized as desirable, and as are immediately attainable; leaving it to time and experience to indicate by what methods and to what extent further freedom of commercial intercourse may be obtained in the future.

Resolved, That in the judgment of the National Board of Trade it is both unnecessary and impolitic to complicate and embarrass the primary and important issue of reciprocal trade between the United States and the Dominion of Canada, with any considerations or speculations bearing upon the political relations at the present time existing, or remotely possible, between the two countries.

Resolved, That a committee, of which the President of the Board is the chairman, be appointed to take charge of this subject until the next meeting of the Board, and to adopt such continued action in reference to it as may seem expedient."

Taken in connection with the very perceptible change in public opinion already alluded to the adoption of these strong resolutions is the most significant incident in the whole history of our trade relations with the United States since the abolition of the old Reciprocity Treaty. Political alliances will doubtless prove insurmountable for a time, but the prospect for obtaining reciprocity was never so bright as now, and a reciprocity treaty means a great deal towards a revival of prosperity for the Dominion.

THE "DEPRESSION" AND ITS CURE.

As many of our contemporaries have already done, we take this opportunity of expressing the pleasure we have in welcoming a merchant of the standing of Mr. E. K. Greene, of Montreal, into the field of public discussion and criticism. We have the more pleasure in doing so because there is much in the tone of his circular of which we can express our cordial approval and very much of its matter with which we can express our entire agreement. The greatest fault we have to find with it is precisely the fault we have to find with Sir A. T. Galt's letter, which Mr. Green quotes approvingly. *It proposes no specific remedy for the depression from which we are suffering.* In this respect it differs not at all from the talk indulged in by the other "national policy" advocates. Their whole cry is for legislation to suit the circumstances of the country, but when they are told that that is precisely the kind of legislation we are getting and are requested to be a little more specific in their demands, they simply reiterate their clamour for a "national policy." They may say the politicians who make use of them do say—that it is their function to educate public opinion on the fiscal question, and that of the Government of the day to provide specific remedies. We are quite willing to accept this theory of their position but warn them at the same time that they will make very little headway in their efforts to turn out the Government if they are not able to show that they could and would adopt a different policy had they the chance. If they really want protection to home manufactures their only chance of ever getting any more of it than a revenue tariff can be made to afford, is to agree on the articles to be protected, the amount of protection to be granted to each, and several other important points on which it is impossible to get them to commit themselves. Meanwhile as long as they maintain their reserve they need not wonder at the public for refusing to believe that they are in earnest especially when anyone can see that the Opposition are in much at sixes and sevens on the protection question as the Administration. Resolutions that mean nothing and do not commit anybody to anything never yet won the approval of a reasoning and intelligent public, and never will.

We have perhaps digressed a little in Mr. Greene's estimation, for he writes as a merchant and not as a politician, but our object will be accomplished all the same if we have made plain to him that we can attach no importance to his circulars until he comes out boldly and specifically with a few concrete suggestions instead of abstract propositions. We can accept with as little reservation as Mr. Greene himself the dictum which he italicizes as the summing up of the whole matter—

"The foundation of our National Wealth must come from the internal development by labour of our Agriculture, Mines and Manufactures. From the products of these we supply our own wants and pay for our foreign imports. The ability of the country to pay for these imports is measured by its internal creation of wealth from the labour of the people."

We can also accept with just as little reservation as either Mr. Greene or Sir Alexander Galt the proposition quoted from the latter by the former:—

"In the adjustment of a progressive scale of duties, the general principle should be held in view, that the rate of duty should have a certain relation to the outlay of labour and capital upon the raw material of which any article is composed, for example, pig iron should not pay as high a duty as a penknife."

It is when details are reached that differences of opinion arise between ourselves and such great authorities, and for this reason no progress can be made towards convincing us or those who think with us until our opponents who profess to be trying to enlighten us condescend to tell us what they really want. Again, they must, in order to make progress in their advocacy of a "national policy," demonstrate clearly how it will provide a revenue ample enough to implement all the country's engagements and carry out the great undertakings which have been begun or are as yet only contemplated. *Our* national "policy" has revenue as its starting point; that of our opponents ignores altogether this very important matter. Mr Greene ought to issue another circular and tell us how under a protective tariff, if that is what he wants, a revenue can be provided, and what amount of protection he desires for the articles he wants protected.

There is no doubt some force in what he says respecting the causes of the present depression. As we believe that a great deal of our recent prosperity was due to the action of the reciprocity treaty and the civil war so we have no difficulty in accepting as the cause of the present reaction the cessation of that action. It is a relief to hear once in a while the admission that our late prosperity was not the result of the "wisdom of our legislation," and it seems to follow as a kind of converse proposition that our present depression is not the result of legislative folly. We are all agreed as to the desirability of re-establishing reciprocal trade relations with the United States except those who are afraid that the successful negotiation of the necessary treaty would bring too much prestige to the present administration. But will Mr. Greene tell us how we can secure such a desirable arrangement? Is he one of those who believe that the United States can be by retaliatory legislation coerced into granting us reciprocity? If so, we must again part company with him on a point of detail. On the whole we are disposed to think the problem is more profound than Mr. Greene seems to think or he would never have sent out a circular which throws so little light upon it.

THE VICTORIA RAILWAY.

We are gratified to be able to state that the work on the extension of the Victoria Railway from Kinmount to Haliburton is going on with a vigour and on a scale that will ensure the completion of this section by a little over a year from this date. A good deal of work, as our readers are aware, had already been done immediately north of Kinmount; and now over three hundred men under Mr. Ellis, C.E., superintendent of construction, are working in gangs at grading. The contract for clearing the roadway and getting out the ties has been awarded to Mr. W. Margach, who is making the necessary arrangements for carrying out the contract this fall and winter—the time to which he is limited so that grading can go on again when spring opens. All the arrangements are of such a nature that the section will undoubtedly be completed next fall, and a very great and decided advantage will thereby be gained to this town.

Having reached Haliburton the next point will be to push on at once forty or fifty miles further—say to the shores of Lake Opsongo. This will be a serious undertaking; and the Company will require the hearty support of all the friends of the project. The Government have already exhibited commendable liberality and enterprise in aiding this pioneer colonization railway; and there is no doubt that Haliburton having been reached they will consider it advisable in the interests of the Province to give it the largest possible measure of aid so as to reach the Ottawa river, and thus afford unequalled facilities for the colonization of a large and fertile tract of the Province. We may in this connection recall some pregnant sentences in a recent article in the *Globe*:—"The next "question will be, how the means are "to be found to push the works forward in the direction of the Ottawa "River. This is the first Ontario railway to be built through a totally unsettled country. No municipal aid "will be obtainable, no capitalist will "be anxious to invest more than a "very limited sum where everything "has to be created from which a return "can be obtained; while, on the other "hand, the services of the road as a "pioneer of settlement and a most valuable agent in the work of penetrating and opening up new territory "can hardly be over estimated. *The matter is one upon which the Government of Ontario will no doubt have a distinct policy applicable to the circumstances of the case, and distinguished by a liberality commensurate with its importance.*" It is also evident from the speeches at the Whitby Railway opening banquet that this indication of Government policy is well-grounded. The prospects then, are most encouraging. The Company has passed through the "depression" that has tried most severely every institution in the country and is now able to go on with vigour. The section of the road already working has done a much better business than was expected; and although the depressed state of the lumber trade has affected the anticipations formed when the project was first mooted—and when lumber was very active—still there are reasonable grounds for believing that when the road has pierced the pine district the lumbering business will have revived, and the road will fully realise the sanguine expectations formed on this head. All these influences and expectations combined induced Lindsay to assist the road with unusual liberality, and there is little doubt but that in due course the full harvest will be secured. Lindsay now has a great advantage over all other places in competing for the trade of the back country, and that advantage will be much greater by next fall, when Haliburton is reached. Compare, for instance, the relative position of Peterboro' and Lindsay as it is now, and as it was five years ago. No one who looks carefully and without prejudice into the matter can fail to see that Lindsay has gained a most important advantage—an advantage that will each year increase in value.

Under all the circumstances, the Company deserve all possible assistance and encouragement. Reasonable allowance should be made for the difficulties they have had to overcome—difficulties occasioned mainly by the "hard times." The community in general is disposed, we believe, to extend this encouragement and consideration. Some disappointment is naturally felt by those who expected to see at once the operations and benefits of a road two or three hundred miles in length. But Rome was not built in a day; and the Victoria Railway cannot be built to the Ottawa in one summer, and cannot all at once assume the style and obligations of a trunk line. Their arrangements here are such as their business will warrant and their needs demand. Their engine house and repair-shop are built to meet present requirements; they own property adjoining the structure now in course of erection, and can there in due time construct the workshops the extended roadway and enlarged business will require. It would be foolish to ask them to put up a large building and do nothing with it. The company have a hearty appreciation of the enterprise and liberality of Lindsay, and are desirous of doing everything in their power that will promote its progress. We have had no means of ascertaining their views, but we know they intend to carry out their obligations faithfully. We have observed with regret that some persons have been taking an attitude not friendly to say the least; and that an effort has been made to embroil the corporation with the company. That attempt has flattened out; and it is to be hoped that all who have the interests of the town at heart will unite as of old in promoting the road. Much yet remains to be done; and not one of our leading townsmen should place selfish designs before an active promotion of the railway. We are inclined to believe that this course will be taken, and it is the true course, for the interests of the town and country. There is just a remote possibility that from personal and selfish ends some may take a different line; but if that is done we may apply to them George Stephenson's remark as to the fate of the cow if she would get on the track before the advancing locomotive—"so much the worse for the cow."

EDITORIAL NOTES.

The Montreal *Herald* tersely says with regard to the business prospects: "Some people still ask, have we touched "bottom? Well, if we have not, we "never will. We must either now second or go *through* the bottom of the "kettle of commerce altogether. However, with such an abundant harvest "as that which has been gathered we "have no fear of falling through."

—We learn from the *Globe* that in the Court of Queen's Bench on Tuesday Mr. Bethune "obtained a rule *nisi* calling on the proprietors of the Sarnia *Canadian* to show cause why leave should not be granted to exhibit a criminal information against them for a libel upon the Premier in relation to the Kaministiquia land purchase. In granting the rule Mr. Justice Galt characterized the libel as a most scandalous one."

Hamilton *Times*:—"The fact that Mr. Mackenzie refused to be passed free over an Ottawa railway continues to excite the ire of the Conservative press. It is not merely that they cannot understand why he refused to put himself under obligations to a railway company, but that they are disgusted in not being able to say that if Sir John took $2,500 from the Northern, Mr. Mackenzie took a free trip from the Ottawa railway."

It is stated that Mr. Mackenzie has promised to pay a visit, at least to New Brunswick, if not to the other Maritime Provinces, in October. In the meantime he has engaged with Mr. Cartwright, Mr. Huntington, and possibly Mr. Blake, to be present at the Reform demonstration at Orangeville, on the 18th prox.; at Brampton on the 19th; at Galt on the 20th; at Simcoe on the 21st; at Aylmer on the 22nd; and at Teeswater on the 24th.

We respectfully ask the *Irish Canadian* and the *True Witness* to ponder on the subjoined remark of Archbishop Lynch the next time they think of allowing anonymous scribblers to charge Father Stafford with all sorts of wicked motives in making his recent noble address on the Montreal disturbances. Speaking last Sunday in Toronto Archbishop Lynch said that "writers who, under the mask of assumed names, *maliciously attack* others by name, take the undue advantage of a coward, and all know that cowards do not scruple much about adhering to truth."

The Hamilton *Times*: "The easiest way for a man in this country to become one of the idols of the Tory press, is for him to fail in an effort to obtain office from Mr. Mackenzie, and then declare that though once a Reformer his conscientious convictions are such that he can no longer continue a member of that party. That was the way it was in the case of Mr. W. Macdougall. It is now the case with Mr. W. H. Frazer, who is chiefly known in Ontario as a member of paid commissions, but who, failing to secure paid commissionerships in perpetuity, has turned into an indignant Tory. As a reward the Toronto Conservative organ to-day devotes its leading article to telling what Mr. Frazer, who is still a paid Commissioner, though not a Government one, thinks about the political parties of the day. Of course, Mr. Frazer (under salary) has a right to express his political opinions, but we were never aware before that they were of any special value to anyone but himself."

The Muskoka reeves are still agitating separation from the Counties of Victoria and Simcoe for municipal purposes, though not much progress has yet been made. There are several difficulties in the way, one of which is an apprehension that the expense of municipal government would be largely increased, and to insure against this an effort is being made to have the district relieved in the event of separation from contributing to the usual charges for the administration of justice. Strong opposition to the scheme is offered by the representatives of the North who now spend a fortnight three times a year in Barrie, for which they receive $3 per day and mileage. They are naturally loth to surrender this "incidental advantage." The southern townships, however, are anxious to have the management of their own affairs, and are confident of being able to win the people of the north over to their way of thinking. A meeting will be held early in October, when a properly defined scheme will be submitted and action taken to have the matter brought before the respective County Councils at their December sessions.

—The New York *World*:—"Pennsylvania is the one State of the American Republic which is peculiarly the product and the seminary of protection, and which, more than any other, imagines its own material interests to be involved with the maintenance of protection. And it is now in the most desperate case. The American Iron Masters' Association devoted 100 pages of their report for 1875 to a contrast between the condition of the protected American iron-workers and the iron-workers of Great Britain under free-trade. The latter was described in terms which outraged Englishmen and shocked most Americans in the iron trade. The improved condition of the American workmen and in proportions to which the iron industry of Pennsylvania had grown under judicious nursing was set forth as the full justification of protection. Mr. I. L. Bell, one of the British judges at the Centennial Exhibition, in his report lately published, has pointed out that the effect of protection on the iron industry itself was that twice as many iron mills have been put into operation as there was work for. As to the contented, protected and prosperous laborer, the only two towns in the country which were really in the hands of mobs during the strikes were Pittsburg and Scranton, and the rioters were these same laborers, blessed and protected above iron-workers."

Communications.

THE "RIGHT HON." PREFIX.

[*To the Editor of* THE CANADIAN POST.]

SIR,—A good many people have a difficulty in understanding what "Right Hon." is attached by the Tories to the name of their chief for. My conjecture is that it signifies "Right Honest." for we are well aware he honestly declared his hands were clean and Senator McPherson testified before the Committee of Investigation of the Northern Railway, that the milk he drew from that "cow" was given to Sir John without letting him know that it was stolen. Further to confirm my opinion there is the secret service money that he delivered up which entitles him to receive the appellation "Right Honest" for "Right Honourable" he is not, and never will be.

COLD STEEL.

THAT "SLAUGHTER" OF "AMERICAN" FURNITURE.

[*To the Editor of* THE CANADIAN POST.]

SIR,—The public interest felt in the recent "slaughter" auction sale of "American" furniture in this town, and the probability that it will be made one of the greatest issues of the day in these ridings by which the Tories will endeavor to hurl the Grits from power, and so on, is my excuse for troubling you again and asking you to print the following local paragraph from the Peterborough *Times*. I have made prominent some lines to which I wish to call attention:

"GONE BUT NOT FORGOTTEN.—Mr. R. H. Bryant, lately doing business as Cabinet-maker and Upholsterer, has gone, left, vamoosed or absconded, and numerous creditors mourn his hasty departure. He has had some experience in this line before, and so realized all the funds he could here, and THEN WENT TO LINDSAY TO WIND UP THE BALANCE OF HIS STOCK BY AUCTION SALES. He was followed there by two creditors from town, who were more alert than the others, and by the aid of the law, they reaped the proceeds of the sale much to Mr. Bryant's chagrin. As an upholsterer the late lamented was not without guile, for several who had purchased genuine hair-stuffed furniture from him now find that he stuffed the buyers with lies, and the chairs with sawdust."

Now, sir, what auction sale of furniture has taken place here except the one out of which the *Warder* and the Tories are trying to make a point "agin" the Government? Not a sale. Leaving aside altogether the commercial and moral aspect of the transaction. I wish to confine my observations to the political shading which has been given it, and would respectfully ask in the name of an indignant public if we have really had some Peterborough rubbish palmed off upon us as genuine, high-toned Yankee make? Had it been furniture from Oshawa it would not have been so bad, because that has the flavour of real old Norman blood brought over by de Gif—ses; but here we have Peterborough saw-dust stuffed chairs and sofas. Oh, my country! And was it not adding insult to injury to bring the leavings of a place like Peterborough to a fine growing town like Lindsay, with fifteen passenger trains a day, as you recorded the other day. But wait—let us see how the Tory orators—young and old, resident and outside,—will treat this momentous question on the "glorious Twelfth."—Yours,

ANTI-HUMBUG.

Lindsay, Aug. 29, 1877.

NEWS OF THE WEEK.

Snakes are very numerous in the township of Markham this year.

The famine in Madras is increasing in intensity and range.

—Brigham Young is reported to be seriously ill, and not expected to live.

—The quartz lead on the Rosseau is now yielding gold at the rate of fifteen dollars per ton.

—The reported resignation of Archbishop Lynch is denied by the Archbishop personally.

—At a private dinner in Ottawa, recently, a number of gentlemen were poisoned by eating cauliflower on which Paris Green had been used.

—A counterfeit dollar bill of the Union Bank of Prince Edward Island has been detected. It is a well-executed photograph.

—The gifts of pilgrims to the Pope during the celebration of his jubilee amounted to $8,230,750.20, of which $1,818,000 was in gold.

—John A. Clark cut, and Pat Wheeligan bound, 1,120 sheaves of wheat on Sandy Campbell's farm, Nassagaweya, between seven in the morning and seven in the evening.

Business prospects in the West are reported as being good, and St. Louis merchants are inclined to believe that the volume of trade this Fall will be even greater than before the panic.

The strike among the miners in the Lehigh region is at an end, the employers having acceded to the strikers' demands, on the ground that the advance in the price of coal warrants such a step.

—Typhoid fever is very prevalent at Quebec, and is causing considerable anxiety. The re-opening of the classes at Laval University and the Seminary has been indefinitely postponed in consequence.

—A new insect pest is announced. It is a worm that eats the blossoms and fruit of the cranberry. Its first appearance was on Cape Cod, where it is already regarded as the destroyer of 3,000 bushels of cranberries, and is still at work.

—A man residing near Charing Cross, says the Tilsonburg *Observer*, has, off a quarter of an acre of land on which he had strawberries planted, realized this year the handsome sum of $523.20 by the sale of his fruit. A profitable crop, truly!

—Sir Stafford Northcote, at Plymouth, the other night spoke in favor of a policy of the strictest neutrality as the one best calculated to preserve and make effectual England's influence relative to the present European troubles.

—The other day, Jas. Simmons, of Lot 16, P.E.I., found his two horses dead in the woods, their throats cut in a most brutal manner. It seems a feud has existed for some time between Mr. Simmons and some of his neighbours.

—The cost of the Pittsburgh riot to that city alone is estimated at $4,500,000 which is more than one-fortieth of its entire assessed valuation. This is equal to a tax of $32.16 for every man, woman, and child, supposing the city to be held responsible.

—Hon. Wm. Macdougall writes to the *Telegram* denying that he voted against the Act, because Hon. Oliver Mowat voted for it. He says he asked the question as to how Mr. Mowat voted, because he had heard that he had voted yea and could not believe that he had, and thus publicly expressed a want of confidence in himself.

The inquiry into the Hackett case is still in progress before the Police Magistrate at Montreal. Mrs. Caldwell, an important witness against Quinn, was firm in her testimony under cross-examination on Monday. She has been twice in jail, and the defence endeavored to prove that she had been induced to perjure herself so as to obtain the rewards offered.

—On Sunday midnight, a couple of villains entered the toll-gate house near Virzil, kept by an old lady about seventy years of age named Mrs. Thompson. They struck her with a slung shot smocking her down senseless, and robbed her of between $30 and $40 in money, which she had saved up to buy coal, &c., for the coming winter.

—According to the Woodstock *Review* a young lady in the neighbourhood of 14th line, East Zorra, last week cut 14 acres of oats in eight hours.—What's the use of a girl working like this when the "gallant" young editor of the *Review* goes all the way to Halifax on the Press Excursion without even half-a-yard of calico hanging on his arm.

—Mr. Wm. Macdougall's odd way of making up his mind as to how he ought to vote on the Dunkin Bill suggests to the Brantford *Expositor* the following possible query by the same gentleman on another occasion: Mr. Macdougall—"St. Peter, may I ask you a question?" "Certainly." "Which way did the Hon. Mr. Mowat go?" "To Heaven." "Then I'll go to the other place." Query: Would they still call him William the Frozen down there?

—The great scheme for draining the Zuyder Zee is now really begun. A dyke, twenty-five miles long, is to be built across the gulf, and then the water is to be deliberately pumped out. The scheme is now really begun, and if completed will form one of the greatest engineering feats of the world. It will change fishermen to farmers, and redeem the long lost acres from the floods. The cities that have for centuries been buried may come to light, too, and even if the work costs the 967,000,000, as estimated, it may pay financially.

Business Notices.

MONEY TO LEND
On notes; notes bought; greenbacks exchanged. Apply to O. BIGHLOW.

GRANGE TEAS, at 37½ cts
Try them. JAMES WATSON.

John Berry.

JOHN BERRY,
SADDLER & HARNESS MAKER.

Having anticipation of the abundant harvest has prepared a much larger stock of Harness of all kinds than usual, for the Lumberman or Farmer, which he hopes to sell for Cash, they being marked at such prices as to defy competition.

All Ordered Work he will give his attention to—at the cheapest rates.

WHIPS, COMBS, BRUSHES, CIRCINGLES, &c.,

And all goods appertaining to his business kept on hand in greater variety and quantity than at any other establishment in Victoria.

J. B. hopes that those indebted to him during the dull times will bear in mind now that the sun shines.

J. P. Sutherland.

FALL 1877.

FALL AND WINTER FASHIONS
TO HAND.

NEW GOODS ARRIVING DAILY.

Call and see them.

J. P. SUTHERLAND.
Merchant Tailor, Kent St.

New Advertisements.

A TEACHER WANTED for 3rd department in School Section No 8, Mariposa, for remainder of year; duties to begin immediately. Applicant to state salary. Apply to Dr. VROOMAN, Little Britain, Aug. 29, 1877.—937-2pd.

HORSE TO TRADE.—I have a good mare with young foal, which I will trade for a working mare without foal, or a young horse. P. HEPBURN, Lot 20, Con. 5, Ops. Aug 30th, 1877.—938-4.

FARM TO RENT.—Lot No. 1, 10th Con., Emily, containing 100 acres. About 55 acres under cultivation. For further particulars and terms apply to MICHAEL O'DONOGHUE, Lindsay.—933-tpd.

MARE AND COLT ESTRAY.—Strayed away or stolen Saturday night, Aug. 25, a small sized Grey Mare, with black legs; about 5 years old; and with her a small black mare colt about 7 weeks old. Information that will lead to the recovery of these animals will be thankfully received by JAMES ARKSEY, Lindsay, Aug. 31st, 1877.—938-tf.

WANTED IMMEDIATELY.

Two Good Pant Makers.

Apply to J. R. DUNDAS.

Lindsay, Aug. 31st, 1877.—938-tf.

WELL DIGGING & BLASTING.—Farmer's Attention. The subscribers prepared to fill all orders in the line of Well Digging, Blasting and Ditching, in all localities. Have considerable experience and can guarantee satisfaction. Blasting a specialty. Orders left at Stephenson & Thompson's Tinshop, Kent St., or Mr. Wm. Braden's Pump shop, William St., will be promptly attended to. Work done at lowest prices. WM. A. CALLAGHAN.

Lindsay, July 9th, 1877.—931-3m.

LINDSAY HIGH SCHOOL

Will re-assemble

Monday, Sept. 3rd, 1877.

During the past half-year from this School one has matriculated; one has received a 2nd class A certificate; two have passed the intermediate examination; nine have received 3rd class certificates.

The school has now a sufficient staff of teachers, and is equipped with a complete set of chemical apparatus.

Terms—free. Music, 5 per term extra.

Apply to ROBT. DOBSON, Principal.

Lindsay, Aug. 28th, 1877.—936-1.

FARMERS' ATTENTION.

ANOTHER ADVANCE.

We are now paying 60 Cts. each for good fresh taken off Sheep and Lambskins.

We always pay the highest price for hides and calfskins. Never dry hides or skins in the sun, but salt and roll them up, and lay away in a cool place.

ROBSON BROS.,
Wellington St. Bridge.

933-938 tf.

VICTORIA RAILWAY.

NOTICE.

On and after

SATURDAY, Sept. 1st., 1877

the Victoria Railway trains will arrive and depart from the

NEW UNION STATION

on

Victoria Avenue.

where all passenger and freight business will be transacted.

JAS. ROSS,
Gen'l Manager.

Lindsay, Aug. 29, 1877.—938-1

FARM FOR SALE OR TO RENT.—East Half Lot No. 23, in 10th Con. of Eldon, containing 100 acres; 65 cleared and well cultivated; balance hardwood land, some cedar—all dry land. There are a good frame house, good frame barn, with stable and granary—all nearly new and in good order; good well in yard; and a nice young orchard, some bearing fruit. The farm is on a road, within three miles of the Victoria Road Station and Post Office on the Nipissing Railway, where there is a first-class grist mill, saw mill, and every convenience; it is within half a concession of the Victoria Road—a leading county road; new brick school just built in section, and will be paid for in January. This is one of the best wheat farms in the county—either for fall or spring. Terms easy. For further particulars apply to HENRY POLLOCK, on the premises; or to SMITH POLLOCK, Glenarm P. O. Aug. 28th, 1877.—935-tf.

J. O. TUCKER, presents his thanks to the inhabitants of Lindsay for the kind and liberal patronage he has received from them for the past 5 years, and desires to solicit a continuance of the same favours. He further wishes to say that he will not be able to canvass the town in his usual way this fall, but has made arrangements so that all can be supplied with his

Great Sovereign Balm,
Tonic Wine Bitters,
Liver Pills,
Cough Mixture,
Hair Restorer,
Worm Powder

&c E. GREGORY, Druggist, S. PERRIN, Druggist, for Lindsay, C. LAIDLEY, for Omemee.—937-13.

VALUABLE
HOUSE AND LOT FOR SALE
BY PUBLIC AUCTION.

I have received instructions from

GEO. WRIGHT, ESQ.,

To sell by Public Auction on the Premises, on

SATURDAY, SEPTEMBER 15th, 1877

At Two o'clock p. m., his house and lot on William Street South, in the Town of Lindsay, being the North Part of Lot 5, North of Melbourne Street, having a frontage on William Street of 120 ft. by 112 ft. in depth.

The Dwelling House is frame, 38 x 18 feet, with wing added, 28 x 14 feet. There is a good kitchen adjoining the main building. There are double windows, and the house is frost proof. The buildings are well finished inside, and contain nine good sized rooms besides the kitchen. The garden is in a splendid state of cultivation, containing several kinds of Fruit, Grapes, Currants, Berries, also Flowers of all kinds. There is attached to the main building a Green House, 38 x 10 ft. In the garden there is a Summer House and Arbour. There is also a splendid well of good water, and good outbuildings. These premises are beautifully situated in a most desirable locality, and within five minutes' walk of the Post Office and Railroad Stations. ☞ Title indisputable.

TERMS:—Five cents of the purchase money to be paid down at time of sale, and sufficient therewith to make one-half of purchase in 30 days from day of sale, balance to be secured by mortgage, payable in one and three years, with interest at 10 per cent. per annum.

Further particulars apply to GEO. WRIGHT, Esq., or to the undersigned.

M. SANDERSON,
Auctioneer

Lindsay, Aug. 17th, 1877.—933-3.

W. M. Robson.

SELLING OFF.

Bargains in

GROCERIES AND
CROCKERY.

W. M. ROBSON

Would respectfully intimate to the public in general that he intends to sell out his entire stock of

Groceries, China, Glass and Earthenware,

and would call special attention to his fine

STOCK OF TEAS.

Which will be sold at a great sacrifice on present prices, and to assure the public that I am absolutely selling out, I offer all my movable Shop Furniture, consisting of a Chas. Edwards' Fireproof Safe, Scales, Lamps, Chandeliers, Glass Cases, Tea Tins, Candy Bottles, and other articles pertaining to the trade. A very desirable Horse and Light Wagon. Also my large and commodious

STORE TO RENT.

The Goods will be sold Cheap for Cash

Don't forget to call and secure a bargain.

W. M. ROBSON,
Kent Street, Lindsay.

New Advertisements.

TO LET.—A Comfortable Brick Dwelling, situate on Lindsay St., occupied at present by Mr. Wm. White. Possession given on 1st October. Hard and soft water on the premises. Apply to B. P. JEWETT, Lindsay, Ont.—932-tf.

P. PALMER BURROWS, M. D., C. M., (late of Ottawa,) Graduate McGill College, Montreal, May 1866. Honor Student Laval College, Quebec. Licentiate College of Physicians and Surgeons, Quebec, Ontario. Physician, Surgeon and Accoucher. Office—William Street, premises formerly occupied by Dr. Benson.

FARMS FOR SALE.

Lot 27, and South Half 28, in 8th Con. of Fenelon; the finest improved farm in the Township.
Lots 21 and 22, in 11th Con. of Fenelon.
South Half 9, in 3rd Con. of Somerville.
West Half 18, in 1st Con. of Somerville.
North Half 12, in 6th Con. of Somerville.

All improved farms. Apply to JOHN A. BARRON, Barrister, Fenelon Falls.

933-4.

NOTICE.

THE VICTORIA RAILWAY CO.

Will not be responsible for any debt contracted on their account unless a requisition for the same produced, signed by JAMES ROSS, Manager.

GEORGE LAIDLAW, President.

Lindsay, May 26, 1877.—925-6m.

NOTICE OF DISSOLUTION OF PARTNERSHIP.—The partnership heretofore existing between the undersigned, under the firm name of Bradburn & Mason, at Lindsay, and Mason & Bradburn, at Peterboro', has this day been dissolved by mutual consent. Dated this 11th day of July, 1877.

T. E. BRADBURN,
W. J. MASON.

Witness, D. W. DUMBLE. 933-3

VICTORIA RAILWAY.

Wanted—500 Men

To work on the Victoria Railway between

KINMOUNT & HALIBURTON.

Steady winter employment to good men. Also a few reliable men to keep boarding houses. Further particulars can be had at the Company's Offices, Lindsay.

JAMES ROSS,
Manager.

35-4.

STORAGE OF GRAIN.

The Executors of the

LATE CHESTER DRAPER,

Are prepared to

STOR