C. J. Bertram,

CHEAP TINWARE.

GEO. H. BERTRAM

Has still a portion of his stock of Tinware unsold, and to make room for other goods,

WILL SELL AT COST

The following quotations will give an idea of the prices at which these goods will be sold:—

Copper Bottom Tea Kettles, No. 8	85c.
" " " No. 9	75
" " " No. 10	80
10 quart Milk Pans, each	18
Coffee Pots, each	12
Large Milk Strainers	20
Copper Bottom Boilers, No. 8	$1 40
" " No. 10	1 75
Pie Plates, No. 8	4
" No. 9	5
" No. 10	7
Dippers	8
Measures, stamped:	
One gallon	40
Half gallon	25
Quart	20
Large Milk Pails	75

His stock of Harvest Tools, Cradles, Scythes, Snaths, Forks, Rakes, &c., is large and well selected, and will be sold cheaper than ever.

GEO. H. BERTRAM,
Sign of the Golden Anvil,
Lindsay

Banking and Exchange.

A. McALPINE.

Broker and Insurance Agent.

Fire and Life and Accident Insurance effected. Mortgages, Notes, Green-Back and Silver bought and sold; money to loan on Mortgages or other security. Office in Adams' new block, nearly opposite the Benson House, Kent Street, Lindsay.

NEW ADVERTISEMENTS THIS WEEK.

Mindrels Fox & Wood.
Excursions E. C. Taylor.
Oysters Mrs. Geo. Wright.
Farms for sale E. D. Orde.
Carpet bag lost W. Jordan.
Grapes and Oysters A. Hall.
Board Wanted X Y, Box 905.
Election Expenses W. I. Russell.
New Jewelry Wetherup & Logan.
Fashionable Tailoring Hugh Ross.
Waggon making, etc W. Herlihy.
Cheap Excursion Midland Railway.
Lumber, Lath, etc. Bond & Kellogg.
Election Expenses Hon. S. C. Wood.
Fall Goods The Registrar, Woodville.
Lumber for sale English Land Co., Haliburton.

Canadian Post.

LINDSAY, FRIDAY, SEPT. 19, 1879.

Circulation 2,175.

NOTICE TO TOWN SUBSCRIBERS.

The accounts of subscribers of THE POST resident in town (not having printing and advertising) are being rendered and a prompt response is requested. Subscribers can examine the date on the address-label pasted on their paper and provide the amount due, which they can easily calculate from the date.

MARKET REPORTS BY TELEGRAPH.

We resume this week our local market reports by telegraph a feature that will we have no doubt be duly appreciated by the farmers. We have endeavored to make the market and commercial news in THE POST of value to the farmers, and we are gratified to have evidence that this department has contributed to the popularity and success of this paper.

THE QUEBEC DEADLOCK.

The only event of interest in the Quebec situation is the resignation of Mr. Chauveau on the ground that he considers a coalition necessary and inevitable and desires to pave the way. It is not certain that he will continue to support Mr. Joly; he is claimed with triumphant vigour by Conservative organs along with two or three unnamed members, and consequently the Chapleau faction are confident that on re-assembling the coveted treasury benches will become an easy prey. These reports and predictions must, however, be taken with a great deal of allowance. We should prefer to see Mr. Joly defeated than in office with Chapleau and company; and we have a strong conviction that even if the conspiracy with the legislative council and the Dominion authorities were to be temporarily successful the people on the first opportunity would pronounce decisively for the cause of good government and liberal principles, represented by Mr. Joly and his friends and supporters. Mr. Joly is now holding a series of public meetings in the province, and is placing the issue before the people.

THE TORONTO AND OTTAWA RAILWAY.

This scheme is still being discussed by the papers, and cannot by any means be considered as dead yet. A vote for a by law granting $250,000 is to be taken in Ottawa shortly for this project with all indications at present in favor of the success of the grant. As our readers will recollect the Toronto Telegram lately mentioned a route by which the Nipissing, Whitby, Midland, Grand Junction and Canada Central railways could be utilized, a plan that has been frequently mentioned in these columns. A like proposition, however, has been talked of for some time past, particularly among railway men, by which a line would start direct from Toronto by an independent new route to a point called the "Summit" on the Whitby Railway, south of Port Perry, and then by utilizing the latter road to Lindsay and east as far as possible by existing railways. The distance from Toronto to Lindsay by either way would probably be about the same, but it is a question which route, that via the Nipissing or the one by the new line to the Summit and thence via the Whitby railway would be the cheapest. The gauge of the Nipissing would have to be changed to the standard 4 ft. 8½ in., for some fifty miles length, the cost of which in straightening curves, widening embankments, cuttings, bridges, etc., would perhaps be nearly as much as the new direct line, the only great difference being the cost of right of way, which however, would be met largely by bonuses to be received by the new route, whilst no bonuses could very well be expected for simply widening the gauge of the Nipissing.

A most serious blow to this plan of utilization for forming the Toronto and Ottawa Railway is the lease by the Grand Trunk of the Grand Junction and Belleville and North Hastings Railways, which has been recently reported. The arrangement made by the Grand Junction people with the Grand Trunk, as far as can be understood, is the lease by the latter of the former for one year; the Grand Junction to issue bonds over the road which are to be guaranteed by the Grand Trunk, and the proceeds of which as far as required to be used by the Grand Junction for the extension of the line and completion into Peterboro from their present terminus, Hastings, a distance of twenty miles. This virtually means that the Grand Trunk have gobbled up the Grand Junction, with the plain object of cutting off any attempt to use it for Toronto and Ottawa purposes. It is hardly reasonable to suppose they would do this for any desire to secure the ordinary traffic of the road, as the through portion of the business would all come to them under *any* circumstances, and the actual local traffic is not of any such consequence as to induce the Grand Trunk to trouble their heads about it. Consequently it is solely with a view to cripple the Toronto and Ottawa scheme, even if the idea only partially succeeds, that the Grand Trunk are becoming possessors of the Grand Junction.

It is not only the Toronto and Ottawa project that will feel this move of the Grand Trunk. It is a matter of serious moment to the Midland Railway as well. Once the Grand Junction is completed to Peterboro' the eastern business both of passengers and freight of that thriving town will be nearly if not all diverted over the new route. Belleville offering better facilities to the lumber men of Peterboro' and vicinity than Port Hope, this important traffic will doubtless find its way to that point for export; and if this is accomplished perhaps our Port Hope friends will find it convenient to set the value of their wharves and harbor at a somewhat lower figure. From a Midland Railway stand point this whole thing has a bad look. The ordinary business of the road obtained in Peterboro' and vicinity will not only be considerably affected, but the much talked of through grain traffic from Chicago to the east will now be largely at the mercy of the Grand Trunk unless the old plan of elevating at Port Hope is adopted. Of course the appearance of a Grand Trunk branch at Peterboro' will supply a certain kind of competition; but the competition wanted by this whole section of country comprising the second range of counties can come satisfactorily and substantially from the Toronto and Ottawa Railway, and from that project only. This consideration should always be kept in view; and we believe it would be to the interest of the Midland to throw in its fortunes with the Toronto and Ottawa, promote its construction, and work with it under one management. As an evidence of the interest felt in this Ontario central project we quote the following from the Owen Sound Times:—

"Another railway project which is attracting a great deal of attention in Eastern and Central Ontario, the Toronto and Ottawa Railway, though of more immediate consequence to the people of the section through which it purposes to run, is not without interest to us also in the west. It is proposed to start from Toronto, and run in an almost direct line to Ottawa, touching at Lindsay, Peterborough and other inland towns on route. A glance at the map will show that it traverses a large territory now without railway facilities, and cannot fail to be of great advantage to the back country. But it is an opening up another highway to Montreal and the seaboard that it will possess interest from a Western Ontario point of view. When navigation closes on the St. Lawrence, a large portion of the Western part of the Province is practically at the mercy of the Grand Trunk, and the way that road takes advantage of the situation is well known to all who have freight to bring over it. Illustrative of this, one of our merchants the other day showed us summer invoices in which the freight from Montreal to Toronto was 15 cents per cwt., while in winter time the freight rates ran up to 30 cents and over. So notorious has become the bound which rates make immediately the Grand Trunk is relieved from St. Lawrence competition, that merchants here (and we suppose that Owen Sound is but a sample of other places in the west) endeavour as far as possible to have their heavy freights come through during navigation. This, however, is not always possible, and then our merchants have to suffer the penalty of their being no competition with the Grand Trunk. The Toronto and Ottawa Railway, besides giving us easier access to the back country and opening up a direct route to the capital of the Dominion, will connect with the Quebec Government road at Ottawa (the bridge across the Ottawa is now reaching completion), and thus furnish a new route to Montreal and the Atlantic, the distance by which will we believe, be a little less than by the Grand Trunk. The effect this will have on lowering freights in the winter time is apparent, and we hope the scheme will be carried to a successful issue."

LINDSAY HIGH SCHOOL.

The attention given in these columns last week to the standing of the Lindsay High School and the results of the recent intermediate examinations did not by any means exhaust the subject, and we purpose to state some additional considerations in support of our contention. And first we may state that the general tenor of our remarks has received wide and warm approval. The necessity of a decided improvement in our high school has become so apparent that we have no doubt it will be effected. Public opinion will demand from the Board of Education the adoption of such a course that our high school will in due time be placed in the front rank. It is generally believed this can be done without very much, if any, additional expense, to begin with. Of course when the front is approached or attained additional expense will be necessary; but the revenue from the school will then be much larger, and the town will be in a position to give more liberal support. The town would receive considerable direct benefit—aside from education—in having a high school of provincial reputation second to none in this section of the province, in addition to the advantage not to be measured in money to the growing generation for whom it is the bounden duty of the people of to-day to provide means of obtaining a thorough high school education at home. The town high school is of the greatest benefit to the poor man's children. The rich man's son can go to such institutions as Trinity College School or Hellmuth College for boys, or Upper Canada College; but the poor man's son cannot incur that expense. It is a great advantage to him to be able to get a thorough high school education and live at home, or at least not far from home. It is also a consideration of no little importance to the prosperous business and professional men of Lindsay that its high school should rank among the best of its class, and that their sons and daughters should put in their time at the high school to the best advantage. This question of time for young people of high school age is of vastly more importance than the money question involved. Three or four years can be employed most profitably; or they can be dawdled away, and children can come out at the end of the term or year but little better off for the time, money and labour expended. Those of our readers in a position to judge can form an opinion for themselves as to whether Lindsay high school pupils have made or are now making the progress they ought to. This is a question that should be asked and answered now by parents of high school scholars; and if the answer is not satisfactory then the proper remedial policy should be entered upon without delay.

The low standing of our school is again demonstrated in the official statement of the apportionment of government grants to be found in our local colums. This exhibit, with the amounts that should be received, but will not be received, as the result of the intermediate examinations, will make it plain to the meanest ratepayers that a very considerable loss is yearly sustained from having an inefficient school. We have not before us the official statement of grants based on the intermediate examination, but as the county, according to law, grants an equivalent to the government grant for each successful pupil, the difference between fourteen "goose eggs" and fourteen successful candidates will probably be some three or four hundred dollars. More than enough can be obtained in this way to pay at least half the salary of a first class assistant teacher. It does not pay, therefore, on this account alone, to have an inefficient school. On the ground of the small grants received it is reasonable and proper to ask the board of education to take the whole question into careful consideration and adopt a definite line of action in the way of improvement.

Since writing the foregoing we have received from the chairman of the board of education the letter printed in other columns. It calls for a few comments. We believe Mr. Grace is sincerely and earnestly desirous of promoting the educational interests of the town, and has with others devoted much time and labor to the work. For their public spirit they are entitled to full credit. Mr. Grace has apparently missed the spirit of our criticism, the objective point of our contention; and this is quite clear from his comparison of the Lindsay and Port Perry schools. Mr. Grace maintains that there are more teachers at Port Perry, and the results of course must be far ahead. The comparison to be effective and complete should show the expenditure and receipts of the two schools. Our general contention is this: that a town of the size and wealth of Lindsay should have a high school in no way inferior to those at Port Perry and Whitby. How is it that we have not? That is for the school board to explain; and having explained, to adopt a policy for the future that will in due course place our high school in the front rank. Surely this community is as well able to meet the required expenditure as Port Perry and Whitby or Port Hope and Bowmanville. We regret that Mr. Grace should have allowed himself to state that any assertion of ours was "dishonest." If he will read carefully again the second paragraph in THE POST of last week he will find that it does not charge what he declares it does charge. That the people of Lindsay "*have been* blessed" as we indicated is notorious; and Mr. Grace will probably admit that the assertion was not "unwarrantable," and we have no doubt he will withdraw the phrase "dishonest." We do not place the blame for the recent failure on school board management for the present year; our argument was that the school board failed in their duty in that the initiative was not taken some years ago, and steady, gradual progress made in bringing our high school to a first rank. The present board have failed in that they did not take the initiative. Nothing was done; nothing has been done; the school has drifted into the ditch; and now something *must* be done, but gradually and in the best way. The danger is that some members of the board may now go off at half-cock in the improvement line. We did not criticise or purpose criticising school board management for the present year, but there are on the board members who have been there for some years; who ought never to have been there, and in whom people generally have little confidence. They got there through the apathy of the ratepayers. As we said before, corruption and jobbery in the past has been sufficiently notorious; this year there has been no opportunity that we are at present aware of for the exercise of such talents by members of the board that way inclined, and in whom from their past record or general character the people can have little confidence; but we might advise the chairman of the board to save his challenges, and not to indulge in too fine a frenzy as to purity of motive while what many consider nepotism in an objectionable form prevails. We do not, of course, refer to Mr. Grace personally. His "hands are clean." But his elbows might have more power, to the advantage of educational progress. There has been about a majority of the board a certain laxity of principle, a predisposition to laissez faire, a kind of susceptibility to be led by the nose, a good-humored, through-other way of dealing with matters, a want of intelligible, far-seeing, persistent ambition to have the best high school; and the result is the present unsatisfactory state of affairs. They sadly need a good stirring up. They want some new blood. Those on the board who are capable and progressive should have assistance. The ratepayers themselves must take more interest in school affairs. The ratepayers themselves are to blame. Their apathy in the past is now producing disagreeable results.

EDITORIAL NOTES.

—The London Times in a very hopeful article anticipates a decided revival of trade and prosperity.

A Reform demonstration is to be held at Tilsonburg on the 9th October. Mr. Mackenzie and Sir Richard Cartwright will be the speakers of the day.

By regulations published Saturday parcel post matter will be carried at six cents per 1 oz., a reduction of two cents. Spectacles and eye-glasses may be sent by mail it securely put up in cases.

The Bellechasse, North Ontario, South Ontario and other election appeals will come up at the October term of the Supreme Court and the question of the constitutionality of the Dominion Act will then be settled.

A great demonstration in honour of Mr. Letellier took place in Montreal Friday evening on the occasion of that gentleman's visit to the city. Stirring speeches were made by several leading politicians. The ex-governor was in delicate health.

Bismarck and Gortschakoff have quarrelled and so bitterly that all the efforts of even the Kaiser and the Czar to restore peace have failed. The German has evidently been saying some very sharp things about the Russian chancellor. The resignation of the latter is expected, in order to make way for the Schouvaloff party.

A somewhat angry correspondence has been caused in the Halifax press by the statement that Gen. Sir Patrick Macdougall had driven his four-in-hand through a funeral procession. It appears that the General had drawn up for the procession to pass and misled by a gap in it drove on thinking all had passed. A narrow escape from a collision resulted.

—The Globe has been displaying its knowledge of Canadian geography and railways by advocating the construction of a branch from the Nipissing to the Snowdon iron mines! These mines are four or five miles *east* of the Victoria Railway, and a branch therefrom is nearly built. The Globe ought to try again, and then lecture the London Times for its ignorance of Canadian geography.

—The Peterboreans have been greatly perturbed of late over a rash intimation of some Grand Junction organ that if a certain bonus were not forthcoming that railway would be diverted by Lakefield and Dunsford, with a branch to Bobcaygeon and one to Lindsay. Visions of beautiful blacksmith's-shops faded away into thin air, and an ashen pallor suffused the countenances of all the prominent men on George-st. The youthful Examiner and the saturnine Review felt very "limp" for a brief period, but retreating on a lager they formed as imps, and attacked with the pen which is mightier than the sword, the editors who prated outside Peterboro', and order reigned on the banks of the Otonabee.

—*Cetewayo* was captured in the bush on the 28th August by Major Marter, 1st Dragoon Guards. He was alone and offered no resistance.

—The brothers Deal, the leaders of the gang who kidnapped Mr. Jaffray, have been arrested in Montreal. From books and papers found on them it would appear that they have a regular league for the business.

—The best essay on the paper inflation mania is the request of a Georgia paper for the legislature of that state to make confederate bills legal tender for their face value in order that "money may be plentiful"

—Sir John Macdonald and Sir A. T. Galt have sailed for Canada. Mr. Annand, agent of Canada, is to be "retired;" and Sir A. T. Galt is to reside permanently in the old country as Canadian commissioner.

—Peter X. Moyer, Mayor of Berlin and editor of the News, is to be knighted, according to a western rumour. Don't do it, Peter! Unique genius like yours is not to be exalted by anything short of a lordship like Beaconsfield's.

—Further advices concerning the Cabul massacre implicate the Ameer, and state that the attacking force was composed of unpaid Afghan regiments. The new campaign will be an expensive and difficult undertaking, for which the British troops are very badly prepared.

—Lumber dealers at Buffalo and other American cities are reported to have advanced the price of lumber $2 per M. This will be good news to Canadian lumbermen. Two dollars is just the amount of the duty, and as American freights are stiffening as well the combined influences will have a beneficial effect upon our lumber interest.

—The "Froudes and Macaulays" of the Toronto press have had a very trying time during the vice-regal visit. They have had their talents for observation and recording strained to the utmost; and it must be admitted that they have come through the ordeal in a way that must impress the average reader with an oppressive sense of their indiscriminating industry whatever may be said of their good taste. They have followed the Marquis and the Princess with unwearied assiduity—from the matter of course reception and ball-room to church where the fact that the Marquis entered the pew before the Princess and the earnestness of their responses were duly noted; their royal and vice-regal steps were dogged at the exhibition and every expression of approval of somebody's soap or admiration of somebody's oil stenographically reported; the effects of a National Policy snuff is thoroughly spread before the public; and less thoughtfully the gracious Princess's recognition of some particular black chewing tobacco is published for the benefit of young Canada; how the young couple bought and tried on certain mentionable garments and their laughing comments thereupon are carefully described, and what yet find their way into some Canadian school book—all these and many more exhibitions of—well, we suppose it was loyalty run mad—are to be found in the crowded columns of the Toronto papers. We are surprised that the "Froudes and Macaulays" aforesaid did not interlard their brilliant descriptive with the effervescent "laughter" and "cheers" and "roars of laughter" that seem to have bubbled and fairly boiled over at the Toronto club dinner to the Marquis. Would it be disloyal to enquire if that constant and courtly fusilade, so promptly bracketed by the stenographer, was the happy result of stimulated champagne or was it all done by machinery manipulated by the affable chairman? Well, Toronto has had its day; and now Hamilton, Guelph and London are having their turn; but people not immediately feeling the magnetic presence of the "presence" cannot help thinking that other places in future might "draw it milder" in some manifestations at any rate, and yet at the same time give a warm, an honest and a loyal welcome.

Communications.

THE LINDSAY HIGH SCHOOL.

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

SIR,—Your article in THE POST of last week relating to the efficiency of the high school and the management of the affairs of the school generally in the interest of the public, demands an explanation concerning the discharge of the trusts which the people have placed in our hands. I, as chairman of the board of education, have no objection, nor can any member of the board in my opinion have any objection to a fair and impartial criticism by the press concerning the manner in which those duties are and should be discharged in the proper interests of the public, and since your article has an air of demanding that such an explanation should be given, which may enable the ratepayers and parents of the town to view the matter in its proper light, and to lay before them the actual facts, I shall endeavor to do so. You assert in your article that other schools, namely Port Perry and Whitby, have done much better than the Lindsay high school. No doubt to a person who has not a thorough knowledge of both schools such assertions would appear true. Since you have not considered the facilities for the education of the youth in the different schools, or laid the full facts before the public, I will endeavor to disclose them.

Port Perry has no less than four teachers in the high school, the head master receiving sixteen or seventeen hundred dollars a year, with an average attendance very little more than that of the Lindsay high school, and this is a very fair comparison with the other schools you have mentioned; whereas the Lindsay high school has had all the year, until within six or seven weeks of the intermediate examination, only two teachers, with an average attendance of over seventy pupils. Now I would submit this question to any fair or impartial judge who knows something about the instruction and attention required to be given to pupils reading for the intermediate with the intention of securing success. I think the answer would be that the head master might be able out of that large attendance to prepare a dozen by devoting his whole time and attention to that number, as the head master in nearly all the high schools do; but if this course were pursued in the Lindsay high school the work of the assistant teacher would be altogether inadequate to the requirements of the balance of the pupils in attendance. I cannot say that I am justified in entirely exonerating myself and colleagues from all the blame and discredit attached to our school at present by reason of the candidates not being able to pass the late intermediate examinations, and I have no doubt many out of the number would have been successful had not the board paid so much attention to the many grumbling taxpayers who never tire of accusing the board, not only collectively but individually, of extravagance in the administration of the school funds. The continued accusations of this kind have had their influence in preventing the board from employing at the proper time a third teacher, and had the board done so I have no doubt the result of the late examinations would have been different.

In the second paragraph of your article you state that the people of Lindsay are blessed with members on their school board no better than unscrupulous jobbers, etc. I think this is an unwarrantable assertion, if not a dishonest one. I say dishonest because it cannot be founded on any facts that can be even hinted at, much less substantiated or proven. I am prepared to admit you can have many more enlightened and better educated men on the board than some of the present members, but having the honor to preside over that body I challenge any person to bring home to the board any act of jobbery connected with the management and administration of the affairs of Lindsay high and public schools. But on the contrary, we have acted on the best and purest motives towards forwarding the interests of education, and at the same time with due economy in the expenditure of the people's money.

You say in the last paragraph of your article, "The trustees are guardians of certain very important public interests, and they must act accordingly without fear or favor, and their decision should be based simply and solely upon merit." With you we entirely agree, and the board have in every case been actuated in all their proceedings and actions on this principle. But when you say they contemplate the reduction of the teachers' salary in consequence of the failure of their candidates at the recent examination, you are guilty of your informant are entirely mistaken, as such a proceeding was never discussed or contemplated at the board. There are several members, myself amongst the number, who have no direct interest in connection, as children of the school, and who are always willing to adopt any good suggestion worthy of consideration, no matter from what source it may emanate.—Yours, etc.,

WM. GRACE,
Chairman B. E. L.

Fortnightly Gossipings.

The cockneys of the west have been in a state of great perturbation in consequence of the coming visit of the Marquis and the Princess. The London Advertiser laudably endeavoured to allay anxiety by publishing several "rooms," and though some people declare that the Advertiser was indulging in "sarkasm" it is quite clear from the subjoined queries that all is not quiet on the banks of the Thames:—"Hundreds of bachelors will thank you for your hints on dress for the morning reception, and would thank you still more if a little more detail could be added. For instance, is the hair to be worn as usual or combed? Are gloves to be worn? What color? And how many? In England no man can wear a soft hat and be respectable. Will the stovepipe be insisted on for this occasion? Shall we shake hands with the Marquis and bow to the Princess, or merely bow to both? And how is the bow to be made? Some think you should just incline the head until you can see your boot-heels. (In the case of a very stout man the toes would do.) Others argue that the whole body should be bent forward until the Marquis can see your coat tail buttons. Please state the precise angle." Those who intend going to Whitby to-morrow should study these hints.

A New Hand Fire Engine.

Mr. H. W. Cox of Peterboro, says the Review, has invented a new hand fire-engine, which possesses numerous advantages over most appliances of this kind, and should prove a very handy and valuable accessory to property owners and others. The pump is a double acting one of new invention, and is very much simplified, having only one piston and one pair of valves. It is mounted on a small carriage, and can be wheeled to any desired place, and being light and extremely compact it requires but very little room for storage. The brakes are calculated for from one to six persons, as the case may require; hence the engine is capable of throwing a very effective stream in case of fire or for any other purpose requiring great force, while a lighter stream such as would be required for sprinkling lawns, washing carriages, windows, etc., may be easily produced by one person. It has a flexible suction hose, and does not require to be filled by the laborious bucket process, but may be fed from a shallow well, a cistern or any other available source. Apart from the practical utility of this engine, it possesses the advantage of great simplicity and durability, together with remarkable compactness of application. It is very neatly designed, and being tastefully finished, it presents an attractive appearance. It is comparatively free from all complex machinery or superfluous mechanism fact which should place the cost of production at such a figure as should speedily introduce them into general use. We understand that Mr. Cox intends to exhibit the one he has just finished at the Central exhibition, to be held in this town shortly, where our readers can have an opportunity of judging of its merits more fully. We wish Mr. Cox every success with his new invention, and as we learn that he has already commenced to receive orders, notwithstanding that he has only just completed the first engine, we have no doubt that he will meet with the reward which his energies entitle him to, and that it will be the means of opening out a new field of industry in our midst. Let us encourage home industry.

"GERMAN SYRUP."

No other medicine in the world was ever given such a test of its curative qualities as BOSCHEE'S GERMAN SYRUP. In three years two millions four hundred thousand bottles of this medicine were distributed *free of charge* by Druggists in this country to those afflicted with Consumption, Asthma, Croup, severe Coughs, Pneumonia, and other diseases of the throat and lungs, giving the American people undeniable proof that GERMAN SYRUP will cure them. The result has been that Druggists in every town and village in the Canadas and United States are recommending it to their customers. Go to S. Perrin's and ask what he know about it. Sample bottles 10 cents. Regular size, 75 cents. Three doses will relieve any case.

GRAIN CARRYING.

The steamer Vanderbilt will call at all points on Sturgeon Lake and take on any quantity of grain the farmers in the vicinity may desire to have brought to Lindsay or other markets on notice being given to Mr. Garlick, Bobcaygeon, and F. Crandell, Sturgeon Point. Considering the good price now ruling for new grain farmers will find this a convenience for getting it rapidly to market. Rates very low.

1041-tf. F. CRANDELL, Proprietor

COMMERCIAL NEWS.

OFFICE OF THE CANADIAN POST,
LINDSAY, Sept. 18, 1879.

Business and Produce.

Very little grain has come in the past week and there has not been much actual improvement in busines, though the feeling is decidedly better than at this time a year ago. Money continues scarce; though it will soon be "humming" about. There has been an upward movement in wheat in the old world and in our large markets, the latter partly from the demands of millers, but the advance has not reached the smaller markets yet. A somewhat feverish and uncertain market is looked for by some for a few months in the ordinary course of events. Barley is also improving a little, and there is room for it.

The Grain Crops of Europe.

The reports by mail and telegraph reiterate the constant refrain of bad weather and poor crops, and these are to a large extent borne out by formal or official statements or estimates. The estimate of the crop made by the Vienna International grain market has for some years been considered of special value and more than ordinarily trustworthy from the care with which it has been prepared. The report for this year has appeared, and the following is a summary of its results, the figures representing the percentages of an average yield, which is represented by 100:—

	Wht	Rye	Barly	Oats
Great Britain and Ireland	75	..	100	100
France	82	..	..	..
Austro-Hungary	97	96	97	108
German-Prussia	100	97	98	109
Mecklenburg	100	95	100	100
Baden	80	75	82	90
Wurtemburg	104	97	97	98
Bavaria-Southern	118	101	100	102
do Swabia	120	110	120	110
do Upper and Lower	110	120	110	100
Saxony	102	100	100	110
Russia (Great)	57	62	67	100
Middle	55	55	65	98
Northern	90	75	100	100
Poland	86	45	50	..
Podolia	60	50	55	100
Roumania—Great Wallachia	76	110	127	..
do —Little do	75	50	25	..
Moldavia	110	105	85	..
Switzerland	100	65	100	120
Sweden and Norway	95	100	105	95
Denmark	100	95	105	105
Italy—Northern	94	..	..	94
do Southern	85	..	..	..
do Middle	86	66	..	..
Roumelia	85	80	90	110
Egypt	105	..	..	..

The wheat figures for France fall below what recent reports from that country have led us to expect. Those for Austro-Hungary, on the contrary, are much better than the general tenor of former advices had indicated. If 97 for wheat and 96 for rye correctly represent the yield of that country, it amounts to an important modification of the hitherto anticipated supply from that quarter. The estimates of wheat from Germany are exceptionally promising, and exceed the general representations that have reached this side the Atlantic. Italy shows a deficiency of only 18 per cent. Moldavia shows 10 per cent. over an average. On the other hand, the returns from Russia give far lower estimates than have been derived from any other source. If these figures should prove accurate, there will be a large deficiency in the Russian exports, to be made up by America, except so far as the failure may be compensated by Russian stocks of last year's crop, which are suspected to be much larger than the Russians care to admit. Russia has a very manifest interest in its being understood that her wheat crop is a failure; and the general reputation of Russian information is not such as would preclude us from supposing that, in this case, trade interests may have given a colouring to the reports sent to the Vienna Fair. But there can be no doubt that the Russian yield, in the exporting sections of the country, will be materially deficient. Taking the estimates of the fair as a whole, they may be regarded as representing a somewhat better prospect than the yield in Europe thus, has been likewise

AUCTION AND CREDIT SALES.

SATURDAY, SEPT. 27.—By Elias Bowes, auctioneer.—The farm, stock, implements, etc., of the estate of the late James Mark; Esq., N. half Lot 18, Con. 4, Mariposa. Sale to commence at 12 o'clock noon. The sale is without reserve, the executors having rented the farm.

SATURDAY, SEPT. 20th.—By Elias Bowes, auctioneer.—The farm, farm stock, implements and household furniture of Mr. John McLean, N half lot 5, con. 12, Mariposa. Sale to commence at 12 o'clock. A large quantity of valuable stock and goods will be offered.

[Parties getting their credit sale bills printed at this office will get free notices in THE POST as above to date of sale.]

FALL SHOWS.

NORTH VICTORIA, at Victoria Road on Tuesday, Sept. 30th.

SOUTH VICTORIA, on the new Agricultural Park, Lindsay, 8th and 9th October.

MARIPOSA, at Oakwood on 14th and 15th October.

BROCK TOWNSHIP, at Sunderland, on Monday and and Tuesday, the 29th and 30th September.

BRACE, SCUGOG AND PORT PERRY, at Port Perry, on Tuesday, September 30th, and Wednesday October 1st.

NORTH BROCK, at Cannington, on Wednesday and Thursday, the 1st and 2nd October.

NORTH ONTARIO, at Uxbridge, on Tuesday and Wednesday, the 7th and 8th October.

CARTWRIGHT TOWNSHIP, at Williamsburg, on Thursday and Friday, the 9th and 10th October.

EAST AND WEST WHITBY, at Oshawa, on Monday and Tuesday, Sept. 29th and 30th.

PICKERING, at Brougham, on Tuesday and Wednesday, 7th and 8th October

EAST PETERBORO, at Norwood, on Tuesday and Wednesday, 14th and 15th October.

TORAH, at Beaverton, on Friday, Oct. 3rd.

EMILY, at Omemee, on Monday and Tuesday, Oct. 6th and 7th.

☞ *Notices of Births and Deaths, 25c.; Marriages, 50c.*

BIRTHS.

MCFAYDEN.—In Eldon, near Hartley, on Wednesday, the 17th inst., the wife of John McFayden of a daughter.

DEATHS.

KELLY.—In Ops, on the 12th inst., Mr. Thomas Kelly, in his 38th year.

MARKETS BY TELEGRAPH.

[Specially reported for THE POST and telegraphed by the Montreal Telegraph Co.]

PORT PERRY.

Fall Wheat	$0 85	to	$0 98
Spring "	0 85	to	0 94
Barley	0 35	to	0 50
Peas	0 50	to	0 55
Oats	0 25	to	0 35
Dressed Hogs	5 00	to	5 50
Hay	6 00	to	8 00
Potatoes	0 25	to	0 30

MILLBROOK.

Fall Wheat	$0 00	to	$0 98
Spring "	0 00	to	0 90
Barley	0 00	to	0 48
Peas	0 00	to	0 50
Oats	0 00	to	0 30
Hay	6 00	to	8 00
Potatoes	0 00	to	0 35

FENELON FALLS.

Fall Wheat	$0 87	to	$0 90
Spring "	0 83	to	0 85
Barley	0 48	to	0 50
Peas	0 55	to	0 58
Oats	0 25	to	0 33
Dressed Hogs	6 00	to	0 00
Hay	6 50	to	7 25
Potatoes	0 98	to	0 30

BEAVERTON.

Fall Wheat	$0 88	to	$0 93
Spring "	0 85	to	0 93
Barley	0 45	to	0 50
Oats	0 25	to	0 30
Hay	6 00	to	8 00
Potatoes	0 25	to	0 30

VICTORIA ROAD.

Fall Wheat	$0 85	to	$0 90
Spring "	0 85	to	0 00
Barley	0 35	to	0 40
Oats	0 20	to	0 30
Peas	0 45	to	0 50
Dressed Hogs	6 00	to	8 00
Hay	0 00	to	0 00
Potatoes	0 25	to	0 30

OMEMEE.

Fall Wheat	$1 00	to	$0 00
Spring "	0 90	to	0 00
Barley	0 50	to	0 55
Peas	0 55	to	0 00
Oats	0 25	to	0 30
Dressed Hogs	6 00	to	0 00
Hay	8 00	to	0 00
Potatoes	0 25	to	0 30

CANNINGTON.

Fall Wheat	$0 94	to	$0 97
Spring "	0 93	to	0 95
Barley	0 40	to	0 50
Peas	0 50	to	0 52
Oats	0 26	to	0 28
Hay	6 00	to	7 00
Potatoes	0 25	to	0 30

COBOCONK.

Fall Wheat	$0 84	to	$0 89
Spring "	0 80	to	0 85
Barley	0 37	to	0 40
Peas	0 45	to	0 50
Oats	0 28	to	0 30
Potatoes	0 25	to	0 00
Hay	6 00	to	0 00

WOODVILLE.

Fall Wheat	$0 90	to	$0 92
Spring "	0 85	to	0 90
Barley	0 40	to	0 50
Peas	0 50	to	0 00
Oats	0 25	to	0 30
Hay	0 00	to	0 00
Potatoes	0 25	to	0 00

BOBCAYGEON.

Fall Wheat	None.
Spring "	None.
Barley	None.
Oats	0 27 to 0 00
Hay	8 00 to 10 00
Potatoes	0 30 to 0 35

MANILLA STATION.

Wheat, fall, per bushel	$0 90	to	$0 95
Wheat, spring, per bushel	0 87	to	0 93
Barley, per bush	0 37	to	0 35

TORONTO.

Wheat, fall, per bush	$1 01	to	$1 03
Wheat, spring, "	0 97	to	1 00
Barley, "	0 55	to	0 57
Oats, "	0 33	to	0 34
Peas, "	0 59	to	0 60
Rye, "	0 48	to	0 53
Dressed hogs, per 100 lbs	5 50	to	6 00

GEO. H. BERTRAM'S

IS THE

CHEAPEST PLACE FOR FARMERS

AND OTHERS TO BUY

Pure Paris Green,

Machine Oils,

Harvest Tools,

English Grain Cradles,

Paints and Oils.

Building Hardware.

These in want of above goods will find it to their interest to call and get prices before purchasing elsewhere.

1205-1d. GEO. H. BERTRAM, Kent-st., Lindsay.

New Advertisements.

LOST.—On Tuesday, September 16, on the main road, between Oakwood and Lindsay, a red and white **Brussell's Carpetbag**, containing among other things a pair of new women's shoes and a bunch of keys. The finder will confer a favor by leaving it at WM. JORDANS, Lot 21, in 9th con., Mariposa, or at Veitch's Hotel, Lindsay.—1045-1.

FRESH

**Pears, Peaches, Apples,