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The Canadian Post.

PUBLISHER'S NOTICES.

[illegible]

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MANSION HOUSE, LINDSAY, ONTARIO, opposite the Grand Station of the Victoria and Midland Railways. FRED THOMAS, Proprietor. Good accommodation. First class stock and stabling. [illegible]

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[illegible]

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PHOTOGRAPHY.

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Studio: corner of Kent and William streets, Lindsay, over E. Gregory's Drug Store, is the place to go for a good Photograph. You can get card size for $1.00 per dozen, and all other work in proportion to the same price.

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Lindsay, Oct. 17, 1880.

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THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FIRE AND LIFE.

THE LARGEST FIRE INSURANCE COMPANY IN THE WORLD

Capital	$10,000,000
Accumulated Funds	30,500,000
Invested in Canada	900,000

Risks on Farm Property in any other Responsible Company. The settlement of losses promptness (there). The premiums and standing of this company offer those insured in it every attainable [illegible]

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Effected with or without profits at [illegible] Rates. For particulars and rates apply to

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THE PHOENIX OF LONDON, established in 1782 and in Canada 1836. Liberal Policies and Prompt Settlements.

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H. REA, D.D.S., L.D.S.

J. NEELANDS, DENTIST, begs [illegible]

Business Cards.

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WORKMAN'S LIVERY. R. WORKMAN & SON, Proprietors. [illegible]

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CAUTION.

EACH PLUG OF THE

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None other Genuine.

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And other Townships in the COUNTY OF HALIBURTON

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The terminus of the VICTORIA RAILWAY.

For sale on reasonable terms. Apply to

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NEW FALL AND WINTER TWEEDS AND OVERCOATINGS AT H. MURRAY'S, Merchant Tailor, OPPOSITE THE MARKET. KENT-ST., LINDSAY.

Parties leaving their own cloth can have it cut and Trimmed at the lowest possible prices or made up if required. [illegible]

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GREAT WESTERN RAILWAY TICKET AGENCY.

Before travelling call and see the amount you can save by purchasing through tickets from me for all parts of the Western, Southern, and Eastern States, also Western Canada and Manitoba. The best routes for comfort and quick time can be secured from

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Lindsay, Oct. 28, 1880.

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First prize at the South Victoria Fall Show. Against all other competitors

Mr. Williamson having served his time in one of the finest Galleries in Ontario, is prepared to execute work that will astonish customers.

CALL AND EXAMINE OUR WORK AND LEARN OUR PRICES

Don't forget the place, Gourlay's old stand, Corner Kent and Lindsay-sts.

WILLIAMSON & HAMILL. [illegible]

A. Hall.

FINE Malaga GRAPES To hand this day

Choice Fresh-made Biscuits Cakes and Confectionery

Diamond Brand Oysters.

FRESH ROASTED PEA NUTS &c. &c. &c.

CHAWFORD'S PURE TEAS.

At A. HALL'S, Kent-st. [illegible]

W. M. Robson.

LINDSAY TEA HOUSE, Kent-st. W.

FOR TEAS, SUGARS AND General Groceries

The public may depend on getting the VERY BEST VALUE that can be had in Town. Also my

Crockery, China and Earthenware

Will be kept well assorted. Look out for the closed [illegible]

FAMILY PROVISIONS.

In fruit Fruits and Vegetables in season will have my second year's quality, and the prices will be LOW AS THE LOWEST. Thankful for past favors, I still endeavour to merit a share of the same in future. Soliciting a call

W. M. ROBSON. Kent-st., W., Lindsay. [illegible]

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SUMMER TRAVEL.

Collingwood & Beatty Lines.

Royal Mail Line,

Gulf Port S. S. Co'y,

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Str. Norseman.

Erie Railway.

Lehigh Valley Railway.

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By the above Lines and their connections all places of popular summer resort can be reached.

F. C. TAYLOR. Lindsay, June 23rd, 1880. Ticket Agt.

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LUMBER AND SHINGLES.

LUMBER

Of all kinds, suitable for building and other purposes on hand always in quantities of 20,000 feet and upwards; also

SHINGLES

(Any grade. The same can be delivered at any point.

BOBCAYGEON LIME.

After a large quantity of Lime from the now celebrated Bobcaygeon kiln.

Orders for Lumber and Lime can be left with Mr. J. WALKER, Adelaide-st., below Fee's Mill, Lindsay. [illegible]

M. BOYD, Bobcaygeon, Ont.

LUMBER YARD.

The subscriber has on hand and for sale at his yard

LUMBER YARD, LINDSAY, ON BANK OF RIVER EAST, SIDE WILLIAM ST. IN REAR OF WOOLLEN FACTORY.

All kinds of

Lumber, Shingles, Scantling, Lath, Flooring, Joist, Pickets, Plank

all with the end lengths or cut to order on the shortest notice. All manufactured in Gang Mill by

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A. W. PARKINS, Agent, Office opposite Woollen Factory. [illegible]

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$56.66 A week profit per week. Will prove it or forfeit $500. $3 outfit free. E. G. RIDOUT & Co., 164 Fulton street, N. Y. [illegible]

HOUSE TO RENT.

A very desirable Bastedless house in Duncan's Terrace, nine rooms, on reasonable terms. Immediate possession. Apply to D. DUNCAN. Lindsay, Oct. 21, 1880. 1103-4.

NURSE AND MIDWIFE.

MRS. A. ROSINA WENDT, licensed nurse and midwife, duly authorized to practice by the professors of the Institute for Midwifery at Breslau, Germany. Adelaide-st., Lindsay, west of the Union School. [illegible]

CAUTION.

I hereby caution all parties not to purchase a note of hand having date the 14th Oct. 1880, made by John McKee of Digby in favour of John Livingstone, or bearer, and payable on the 17th March, 1881, as I received no value for the same. J. McCAUGHEY. Digby, 18th Oct. 1880. 1102-3.

JANETVILLE STEAM GRIST MILLS.

A. W. TREWIN

Begs to inform the farmers of this section that he has refitted his mill with new machinery, including steam-power, and is prepared to execute all work entrusted to him with despatch, and guarantee satisfaction. Farmers will do well to give him a call. Janetville, Oct. 12, 1880. 1101-3.

PUBLIC NOTICE.—I hereby caution persons against purchasing or becoming parties to any of three promissory notes purporting to be made by me, and dated 5th Aug. 1880, for the sum of $300 each, payable to J. M. Switzer or order (or bearer) one in three months, another in six months, and the other in nine months from said date, as I shall not pay the same. ROBERT WILSON, Lindsay, Ont. Dated this 20th day of November, 1880. 1109-3.

F. Britton.

J. BRITTON, WATCHMAKER, Jeweller & Engraver

WATCH AND CLOCK REPAIRING is a special feature of my business, and I will guarantee my work performed by me to be done in a thorough and workmanlike manner.

JEWELLERY, viz. Gem Rings, Wedding Rings, Silver Bottoms, Ladies' and Gentlemen's Gold Vest Chains, Lockets, &c., &c., made to order in any style desired on the shortest notice.

Fine jewellery repaired, reoolored and made like new.

ENGRAVING Ornamental and Plain Monograms, Ciphers, Inscriptions on Plate, Table Ware, Jewellery, &c., done in the best manner.

WEDDING RINGS. A full stock of my own make always on hand.

A GOOD VARIETY OF AMERICAN and SWISS WATCHES, the best kinds at lowest prices.

A splendid line of SWISS STEM WINDING WATCHES in Nickel and Silver Cases at exceptionally low prices.

CLOCKS IN GREAT VARIETY. 8-day, 30-hour, strike, alarm, parlor, hall, &c., &c. Nickel lever clocks very cheap.

Call and see goods and prices. The old stand, Britton's Block, foot of Kent-st. Lindsay, Sept. 24, 1880.

F. C. Taylor.

PASSENGER AGENCY.

F. C. TAYLOR, Agent Express Office, Lindsay.

Through Tickets to all points on the Grand Trunk and Intercolonial Railways, and their connections in the Eastern and Western States.

Agent for the steamer Norseman, making connections at Charlotte for New York, Philadelphia, Washington, and all important points in the Eastern States.

Agent for the Collingwood and Beatty Lines, making connections at Duluth for points in Manitoba and North-Western States.

Agent for Royal Mail Line, running between Hamilton and Montreal and Quebec.

Agent for the Anchor and Inman Line of Steamships, sailing from New York.

During the summer cheap excursion tickets will be sold to places of summer resort.

F. C. TAYLOR, Passenger Agent. Lindsay, April 22, 1880. 1076.

McLennan & Co

SCRAP, SCRAP!

WE PAY CASH FOR BLACKSMITH'S SCRAP, OLD BOILERS, FLUES & PIPES, OLD IRON HOOP, WROUGHT IRON TURNINGS AND CAST BORINGS.

McLENNAN & Co. Lindsay, Sept. 30th, 1880.

Farms for Sale.

LOTS FOR SALE.—Nos. 5, 6, 9 & 10 in Block J J, and No. 3 in Block O O. My financial affairs oblige me to sell these lots. They can be had at a bargain. Title good. Apply to WM. BENNETT, Beaverton P.O., or on his premises, Lot 26 in the Township of Harvey, or to O'LEARY & O'LEARY, Barristers, Lindsay.—March 14, 1880. 1071-pd-tf.

FOR SALE—A number of IMPROVED FARMS for sale very cheap in the Township of TINY, in the County of Simcoe; SEVERAL FARMS for sale in the Townships of ELDON, MARIPOSA, FENELON, VERULAM and HARVEY; HOUSES and BUILDING LOTS for sale in LINDSAY; and TWO STORES and TWO DWELLING HOUSES to RENT. For particulars apply to J. B. DIXON, Barrister, &c., Lindsay. Dec. 17, 1879.—1058-tf.

FIRST CLASS FARM FOR SALE. Being N half Lot 26, and part of Lot 27 in 1st con. of Ops, containing 200 acres more or less; nearly 100 cleared, well fenced and in first rate cultivation. A never-failing creek crosses both lots, and there two good wells. Good buildings. Six miles north-west of Lindsay on good road; half a mile from Cambray Station where there is a market and post office. This is one of the best stock farms in the county. For further particulars apply to ALEXANDER McKAY on the premises, or Lindsay Valley P. O. 1093-12pd

FARM FOR SALE OR RENT.—The S half of Lot No. 4, con. 4, Mariposa, containing 100 acres. There are on the premises a large frame dwelling house and frame stable and driving shed, also two log barns, and a good well and pump. The farm is well fenced and free from stumps. It is situated convenient to school and church, and markets, within 3 miles of Manilla station on the Whitby, Port Perry & Lindsay railway; about two miles from Sonya station on the same railway. Possession given immediately, as the proprietor wishes to go to Manitoba. Apply to [illegible] THOS. W. DODDS, Sonya.

CHOICE FARM FOR SALE.—That beautiful farm on the 7th CONCESSION OF EMSLEY, north half of LOT NO 8, containing 100 acres, 65 acres cleared and equally divided into 3 fields, without stump or stone; all fenced off with the best cedar rails, eight rails high. Two good comfortable dwelling houses; two large barns; one large stable with stalls for seven horses; large cattle shed 16 feet long; pigging house; two never failing pump wells; a young orchard. Four miles from the thriving village of Omemee with its agricultural lately stores, etc., ten miles from Lindsay; two miles south of Downeville. Terms reasonable. For further particulars apply to McINTYRE & STEWART, Barristers, Lindsay, or to ARCH. HARGART on the premises, or Omemee P. O. Emily, Aug. 10, 1880. 1092-tf.

CHOICE WHEAT FARM IN FENELON FOR SALE. One of the best in the county, being E half LOT 28, 3rd CONCESSION, and broken part of 28 in 3rd CONCESSION; about 130 acres; 100 cleared, under good cultivation, and well watered; about 100 fall fences; beginning to bear, from Chase Brothers' and Bowman's Nursery; one first-class barn 56x30, nearly new; good frame house 18x34, with large kitchen and woodshed; good hewed cedar stable 36x36; driving-shed attached to stable 20x24; three good wells, only best of water used. For the best wheat farms, (fall or spring), in the township. The farm is beautifully situated on the north shore of South Bay of Balsam lake; 14 miles from good grist and saw mill; 16 miles from the fine town of Lindsay; good new brick school house on the next lot; churches and markets very convenient. Terms very liberal. Half of the purchase money may remain on mortgage at easy interest. For terms and particulars apply to the proprietor, SMITH POWELL, Fenelon P.O., Muskoka, or H. REAZIN, Inspector, Linden Valley P.O. 1076-tf

FARMS FOR FARMERS.

For sale in the COUNTY OF ESSEX, 1,500 Acres of the best Land in the Dominion.

Not a stone on it. Some Farms improved, others with plenty of valuable timber. Prices low.

THREE FINE STORES in the thriving village of ESSEX CENTRE, FOR SALE, in the best business part of the town. Terms easy. Good First Mortgages taken in exchange for any of the above, or cash paid for mortgages. Apply to

T. S. SCOTT, ESSEX CENTRE. Essex Centre, April 5th, 1880. 1054 ly.

For Sale or To Let.

FIRST-CLASS FARM TO RENT. Being N½ of Lot 5, in 10th Con. of Emily; 100 acres cleared, well fenced and well cultivated. Situated 3 miles from Lindsay, on excellent road; two miles from Downeyville. Good roomy house, log barn, stable and shed, and never-failing spring. Possession given immediately. For further particulars apply to W. O'NEILL, Lindsay. Sept 24, 1880. 1086-tf

DESIRABLE BUILDING LOTS TO LET

The North half of Lot Number One, North of Kent Street, and Lot Number One, South of Peel Street, in the TOWN OF LINDSAY.

This Property is VERY CENTRALLY SITUATED And will be leased for a term of years on reasonable terms. For terms, &c., apply to

C. T. WHATMOUGH, Toronto. Or O'LEARY & O'LEARY, Barristers, Lindsay. Lindsay, May 10th, 1879. 1054-tf.

REST.

To spend the long, warm days
Silent beside the silent-flowing streams,—
To see, not gaze,
To hear, not listen, thoughts exchanged for dreams.

See clouds that slowly pass,
Trailing their shadows o'er the far, faint down,
And ripening grass,
While yet the meadows wear their starry crown.

To hear the breezes sigh
Cool in the silver leaves like falling rain,
Pause and go by.
Tired wanderers o'er the solitary plain.

See, far from all affright,
Shy river-creatures play hour after hour,
And night by night
The white moon broaden like a hemlock-flow'r.

Thus, lost to human things,
To blend at last with Nature, and to hear
What song she sings.
Low to herself, when there is no one near.

MARGARET L. WOODS.

ADAM AND EVE.

OR, THE SMUGGLERS OF PENZANCE.

BY THE AUTHOR OF "DOROTHY FOX."

(Continued from last week.)

Chapter XXXII.

"They'm marched off, ain't 'em?" said old Zebedee as, Adam having given the signal, he drew the panel of the door aside. "I've a bin listenin' to their trampin' past. Why, what's the time, lad, eh? must be close on break o' day, ain't it?"

"Just about," said Adam, pushing back the shutter so that he might look out and see that no one stood near enough to overlook his descent.

"Why, you bain't goin' agen, be 'ee?" said Zebedee in amazement. "Why, what for be 'ee hidin' off like this, then—eh lad? Lord save us, he's gone!" he exclaimed as Adam, swinging himself by a dexterous twist on to the first ledge, let the shutter close behind him. "Wa-al, I'm blamed if this ain't a run start! Summat gone wrong with un now. I'll wager he's a bin tiched up in the bunt somehows, for a guinea; and if so be, 'tis with wan o' they. They'm all sixes and sebens down below; so I'll lave 'em bide a bit, and hab a tot o' liquor and lie down for a spell. Lord send 'em to knaw the valley o'pace and quietness! But 'tis wan and all the same—

Friends and fews
To battle they gaws;
And what they all fights about
Nawbody knaws.

It was broad daylight when Joan, having once before failed to make her uncle hear, gave such a vigorous rap that, starting up, the old man cried: "Av, ay, mate!" and with all speed unfastened the door.

Joan crept in and some conversation ensued, in the midst of which, as the recollection of the events just past occurred to his mind, Zebedee asked, "What was up with Adam?"

"With Adam?" echoed Joan.

"Ess; what made un start off like he did?"

Joan looked for a minute, then she lifted the stone bottle and shook its contents. "Why, whatever be 'ee tellin' up?" she said.

"Tellin' up! Why, you seed un down below, didn't 'ee? Iss, you did, now."

Completely puzzled what to think, Joan shook her head.

"Lor' ba' 'rassy! don't never tell me he didn't shaw hisself. Why, the sodgers was barely out o' doors 'fore he comes tumblin' in to the shutter there, and after a bit he says, 'I'll just step down below,' he says, and out he goes; and in a quarter less no time back he comes tappin' agen, and when I drawed open for un he he pushes, and 'fore I could say 'Knife' he was out and clane off."

"You haven't a bin dreamin' of it, have 'ee?" said Joan, her face growing pale with apprehension.

"Naw, 'tis gospel truth, every word. I've a had a toothful of liquor since, and a bit o' caulk, but not a drap more."

"Jerrem's comin' up into t'other room," said Joan, not wishing to betray all the alarm she felt; "will 'ee go into un there the whiles I rins down and says a word to Eve?"

"Iss," said the old man, "and I'll freshen my'sel' up a bit with a dash o' cold watter; happen I may bring some more o' it to my mind then."

But, his ablutions over and the whole family assembled, Zebedee could throw no more light on the subject, the recital of which caused so much anxiety that Joan, yielding to Eve's entreaties, decided to set off with all speed for Crumpleborre.

"Mother, Adam's all right! ain't he here still, and safe?" cried Joan, bursting into the kitchen where Mrs. Tucker, only just risen, was occupied with her house-duties.

"Iss, praise the Lord, and, so far as I knaws of, he is," replied Mrs. Tucker, greatly startled at Joan's unexpected appearance. "Why, what do 'ee mane, child, eh? But there!" she added starting up, "us'll make sure to wance and knaw whether 'tis lies or truth we'm tellin'. Here, Sammy, off ever so quick as legs can carry 'ee, and climber up and fetch Adam back witn 'ee."

Sammy started off, and Joan proceeded to communicate the cause of her uneasiness.

"Awh, my dear, is that all?" exclaimed Mrs. Tucker, at one pronouncing sentence on poor old Zebedee's known failing; "then my mind's made easy agen. There's too much elbow-crookin' 'bout that story for me to set any hold by it."

"Do 'ee think so?" said Joan, ready to catch at any straw of hope.

"Why, iss; and for this reason too. I—

But at this moment Sammy appeared, and, without waiting for him to speak, the two women uttered a cry as they saw his face a confirmation of their fears. "Iss, 'tis every word true; he's a gone shure 'nuff," exclaimed Sammy; "but by his own accord, I reckon, 'cos there ain't no signs o' nothin' bein' open 'eptin' 'tis the hatch over by t' mill-wheel."

"Awh, mother," cried Joan, "whatever can be the manin' of it? My poor heart's a sinkin' down lower than iver. Oh Lord! if they should ha' cotched un, anyways!"

"Now, doan't 'ee take on like that, Joan," said Mrs. Tucker. "'Tis like temptin' o' Providence to do such like. I'll be bound for't he's safe home alongst afore now; he ain't like wan to go wild and go steppin' into danger wi' both his eyes wide open."

The possibility suggested, and Joan was off again, back on her way to Polperro, too impatient to wait while her mother put on her bonnet to accompany her.

At the door stood Eve, breathless expectation betraying itself in her every look and gesture. Joan shook her head, while Eve's finger, quick laid upon her lip, warned her to be cautious.

"They're back," she muttered as Joan came up close; "they've just marched past and gone down to the quay."

"What for?" cried Joan.

"I don't know. Run and see, Joan; everybody's flocking that way."

Joan ran down the street, and took her place among a mob of people watching with eager interest the movements of a soldier who, with much unnecessary parade and delay, was taking down the bill of reward posted outside the Three Pilchards. A visible anticipation of the effect about to be produced stirred the small red-coated company, and they wheeled round so as to take note of any sudden emotion produced by the surprise they felt sure awaited the assembly.

"Whatever is it, eh? asked Joan, trying to catch a better sight of what was going on.

"They'm stickin' up a noo reward, 't seems," said an old man close by. "Tain't no—"

But the swaying back of the crowd carried Joan with it. A surge forward, and then on her ear fell a shrill cry, and as the name of Jerrem Christmas started from each mouth a hundred eyes seemed turned upon her. For a moment the girl stood dazed, staring around like some wild animal at bay; then, flinging out her arms, she forced those near her aside, and rushing forward to the front made a desperate clutch at the soldier. "Speak! tell me! what's writ there?" she cried.

"Writ there?" said the man, startled by the scared face that was turned up to him. "Why, the warrant to seize for murder Jerrem Christmas, living or dead, on the king's evidence of Adam Pascal."

And the air was rent by a cry of unutterable woe, caught up by each voice around, and coming back in echoes from far and near long after Joan lay a senseless heap on the stones upon which she had fallen.

[CONTINUED ON SUPPLEMENT.]

A TRIP OVER THE MIDLAND RAILWAY.

FROM LAKE ONTARIO TO GEORGIAN BAY—AN IMPORTANT LINK ON THE NEW THROUGH ROUTE—A FLOURISHING SECTION OF THE PROVINCE.

[Special correspondence of the Woodstock Sentinel-Review.]

The Midland railway has long been one of the most important and useful local railways in the province, and although it has had a hard time from various causes into which we need not now enter, it has lately entered on an era of remarkable prosperity and good management and promises additional importance in connection with the schemes to secure the traffic from the great north-west via railways to the Sault. Already the water traffic is looking to the Midland railway, and lines of steamers, grain propellors and barges will no doubt ere long be running from Duluth, Chicago and Milwaukee to Midland City, the splendid harbor terminus of the railway on Georgian Bay. The Grand Trunk is credited with an intention of extending from Coldwater, on the Midland north of Orillia, to the Sault, and absorbing the Midland or effecting long traffic arrangements with it. No doubt the next two or three years will witness some important railway combinations in this part of the province and in view there of some notes of this railway and its tributary territory may be of interest to the readers of the Sentinel-Review. At Port Hope we visited the wharves and witnessed the loading of lumber and grain on vessels. One barge when loaded contains five hundred thousand feet and six of these barges generally comprise one tow, and a steam tug will haul the entire lot, three million feet, to Oswego, Ogdensburg or wherever its destination may be. To see

TRAIN LOAD AFTER TRAIN LOAD OF LUMBER

pass through Lindsay you will naturally wonder where it all goes to, but a few hours on the Port Hope docks solves the query. Men to load the vessels are paid 20c. per hour or $2 per day. On being shown through the car-works by the foreman, Mr. Wright, we found every wheel in motion. A new car on the Wagner or Pullman style is now in course of construction. It is to be used as directors' car and will be on the road by Christmas. It will cost $12,000. The company manufacture all their own cars and do all their own repairing. The car works give employment to seventy-five men. As smash-ups are of a rare occurrence on the Midland railway but little repairing is done excepting the usual wear and tear by running. The round-house holds twenty-five engines. Fifty flat-cars have already been made here this year. The town of Port Hope is a very pretty place, overlooking as it does the waters of Lake Ontario. And then the town is completely filled with beautiful trees of about twenty years' growth. Taken altogether it would be a delightful town to live in, but let us away to the north and visit the blue waters of the Georgian bay and partake of the hospitality of the Gladstone house. On leaving Port Hope the train takes a north-westerly course, passing the flag station of Quay's. We soon reach Garden Hill, which is a small unimportant village and will ever remain about as it is. The station house is a wooden affair and we understand that one of the new brick buildings is to be erected here.

FROM PORT HOPE TO MILLBROOK

in the township of Cavan the track is in the best possible condition. The scenery along here is really beautiful. At times you can almost look on the tree tops and the next moment we are winding through a deep gorge. The village of Millbrook has a population of nearly two thousand and is in every respect a thriving village. Here is where the Peterboro branch of the Midland railway leaves the main line. Thirteen miles distant is Peterboro, without doubt one of the finest and wealthiest towns in Canada. It is the headquarters of the Midland railway and the offices of the company are on a grand scale. The station built here two years ago cost $11,000. For the accommodation of the Peterboro people a car leaves every morning for Toronto, going through via Port Hope without change. This car is an excellent one and is marked "Peterboro and Toronto." A car also leaves the union station, Toronto, every morning by the first train for Peterboro and is marked "Toronto and Peterboro." Arrangements have been made with the Grand Trunk railway for hauling the cars. They are really first-class and are owned by the Midland railway. On leaving Millbrook the first station reached is Bethany, a rising village in Manvers township. As a great quantity of grain is yearly bought here the company have erected ample storehouse room. Your readers will notice that we have several scriptural names here, such as Bethany, Mount Horeb and Bobcaygeon. After a short run passing Brimswick we reach Franklin, another grain station. The scenery along here reminds one very much of the beautiful hills to be seen in West Oxford adjacent to Woodstock. After a short run crossing Pigeon creek we reach Omemee. This is one of the oldest villages in the county and Dr. Norris, the reeve of the place and warden of the county, is an old Oxford boy, as his father once owned the Deedes property between Woodstock and Beachville. The doctor is a splendid fellow and is the most popular man in the village. The high school teacher here, Mr. Shaw, also has spent a great deal of his time in and about Woodstock. An excellent brick station and a warehouse have been built here. In a short time after passing Reaboro the

TOWN OF LINDSAY

on the Scugog river is reached. This of course is one of the main stations on the line for passengers and freight, and before reaching the station the large grain warehouses of Mr. J. R. Dundas, W. D. Matthews & Co. and others are passed. They are so situated that the cars can be loaded directly from the warehouse by means of spouts, and as this is one of the principal grain markets back from the front between Toronto and Ottawa an enormous quantity of grain is shipped here. The present station house is beginning to look dilapidated, it having been built when the road was first opened, but during the present fall a large new brick one something similar to the one in Peterboro is to take its place. Some other improvements, such as straightening the track and building a new freight house, which for some time have been talked of, are to be consummated. As a large quantity of lumber is shipped here from the mills at Fenelon Falls and places farther north I will ask you to go with me for a short time down to the wharf. Here we see some days a dozen or more scows loaded with shingles, lumber and lath, those with lath bearing from eighty to one hundred thousand feet each all ranged alongside the wharf ready to be unloaded and loaded on the cars. The track is laid on the very edge of the wharf so that the men can step from one to the other. A train load generally consists of from eighty to one hundred thousand feet and several train loads leave the wharf every day. The mills of Green & Ellis alone at Fenelon Falls cut daily on an average seventy thousand feet, while those at Bobcaygeon and numerous other places cut a similar amount. And this great quantity of lumber all passes over the Midland railway to Port Hope where it is loaded on vessels and shipped to all points of the American continent. The lumber is brought down the river by scows or barges which are towed by tug boats and it is no uncommon occurrence to see a tug come puffing down the river with from six to ten boats loaded with nearly one million feet of lumber.

THE MILLS AT LINDSAY

are busy cutting their twenty thousand feet per day during six months of the year. Great quantities of square timber are also shipped here. This is brought down from the timber districts of the north in "booms," probably three thousand pieces in each "boom." These are anchored next the wharf where it is loaded on the cars with an engine by means of pulleys. The railway crosses the river here by a swing bridge and just north of the town is the junction of the Whitby and Lindsay, the Victoria and the Midland railways, and excellent connections are made with these roads. The greater part of the lumber and timber from places north as far as Haliburton generally goes by the Midland railway from the junction. At the junction the companies have jointly built a neat station house for the accommodation of the travelling public. Four miles further on we come to the village of Cambray, with its population of about two hundred. The grangers have here built a very large grain storehouse and during the grain season Mr. V. Bowerman buys here all the grain that is offered. The farmers find this a very great convenience as they get the same price that they would in Lindsay and are saved the expense of hauling it several miles farther. Five miles on is the flag-station Oakwood and express trains only stop when there are passengers to and for it. The company are about building a large grain storehouse here and as the station is in the heart of an excellent farming community a great deal of grain will be bought when the proper facilities are offered. Our next stopping place is Lorneville. This is a thriving village sixty-five miles north of Toronto and two miles from Woodville, destined some day to be a strong rival to some of her sister towns. It was at Woodville that Rev. Mr. McTavish, late of your town, spent fifteen years of his life, and he is still very kindly remembered by his old congregation. The Midland railway crosses the Toronto and Nipissing railway at Lorneville and as the two companies are on the best of terms travellers by either of the roads can always rely upon making sure connections.

A POPULAR STATION MASTER.

I cannot pass this station without making some reference to Mr. George Fisk the station master at this place. He has been in the employ of the Midland railway for a great many years, filling different positions on the line, and he has finally settled down here and now has charge of the affairs of the two railways at this place. A more obliging, sociable and trustworthy official cannot be found in Canada. To oblige has he become that several times he has been the recipient of valuable presents by the employees of the line. His son Charles is the operator, and quite likely his eldest daughter, known for a long time as the "belle" of the Midland railway, was married to one of the conductors, so you see that taking everything into consideration "George" is well situated. On leaving Woodville we enter the county of Ontario and pass through the township of Thorah and reach the prosperous village of Beaverton on Lake Simcoe. The village is beautifully situated, commanding as it does an excellent view of the lake, and affording at all times an abundance of sport in the way of boating and fishing. The village has a population of about nine hundred and thirty, and content reigns supreme. Mr. A. P. Cockburn, M.P., has a handsome residence quite near the station. The large flourine mills of the Proctor Bros. are located here. The two costly churches of the Presbyterian denomination are sure to attract the attention of the traveller, as for village churches they stand without rivals in the province. The railway has large grain houses and the quantity of grain that is now being bought and shipped from here is very great. Until lately the company had a track laid down to the water's edge, but owing to the lake trade falling off the track has been taken up. For the past year this has been used as a wood station, and thousands of cords of good hard wood are now piled here to be used by the trains.

ALONG LAKE SIMCOE.

On leaving Beaverton the train takes the north shore of the lake and a more beautiful sight cannot be imagined than is to be had from the car windows. On a fine day the lake is dotted as far as the eye can reach with sail boats, some of the occupants bent on pleasure, while a great many others are trying their luck with rod and line, as the lake abounds with all kinds of fish from the tiny minnow to the huge whitefish, trout and muskalonge, and then away in the dim distance the town of Barrie Barrie is cosily situated. Near and about the flag station of Gamebridge the land for farming purposes is not of the best quality, it being stony and covered with old and down pine long since rendered useless by decay. The country is also very flat, denoting a heavy soil. Roots of the different kinds appear to be the staple crop, turnips in particular look remarkably well. On we go to the pretty little village of Brechin, which is situated on a gentle raise of ground about half a mile from the station. The station here is an excellent brick one and the warehouses and grain stores are complete in every particular. This is also quite a lumber station and great piles of the first quality are now piled ready for shipment. At this point the country is altogether different from what it was a few miles farther back. The land being entirely free from rock, and excellent farms with good buildings and fences are the rule. On leaving Brechin the railway runs through a very long and dense tamarac swamp until within a short distance of the village of Uptergrove. The station buildings here are all frame but quite large enough to meet the requirements of the place. After passing the small village of Atherley, what is known as the "Narrows" are crossed by a swing bridge. The "Narrows" is the body of water which connects Lake Simcoe and Couchiching about two miles from Orillia.

LAKE COUCHICHING

is one of the prettiest lakes of the country, about nine miles across, and is one of the favorite resorts for pleasure seekers. The park is beautifully situated and during the summer season there is scarcely a day but there is an excursion from some place along the line to this charming spot. For these excursions the railway has made special accommodation and run special trains. On reaching Orillia the tourist is at once favorably impressed with the town, as it lies almost hidden with thousands of full grown shade trees. In this respect at least Orillia is now what Woodstock and Lindsay will be in ten or fifteen years hence. The town is really one of the prettiest that I have seen in all my travels. It faces Couchiching lake and as nearly every person who cares for boating owns a boat, the scene on a fine day can easily be imagined. Away over the waters the Indian village of Rama can be seen. To the north and west as far as the eye can reach the glittering waters of the lake stretch away until the sky and water appear to meet. As this has always been a lumbering town the Midland railway have been alive to their interests and provided ample facilities to meet the requirements of the trade. During the coming fall and winter a handsome brick station is to be built, and the sooner it is built the better, as the present wooden structure is not at all in keeping with the town. The steamer "Carriella" meets the mail train and conveys passengers to the different points on the lake. The population of this town is about three thousand. The asylum for idiots commands a very fine view from the railroad and lake. The location on the banks of the lake is very fine, while the grounds are tastefully laid out with walks and drives, and the whole premises bear the appearance of cleanliness.

FROM ORILLIA TO GEORGIAN BAY.

Shortly after leaving Orillia the country begins to wear a northerly appearance, and for several miles we pass through a low and apparently poor piece of country, but which if cleared and drained will make fertile farms. Passing the flag stations of Silver creek, Uthoff and Satterthwaite, we soon reach the village of Coldwater. This is a small but neat village on Coldwater river, which empties into Georgian bay. A few years ago a large schooner was built here which sailed direct for Liverpool. Thus it will be seen that some of these villages are more favored with water privileges than many older towns. At the flag stations of Silver creek and Uthoff new brick stations are about to be built, in fact no less than twelve or fifteen brick stations are now in course of construction at different places on the line, which makes it quite plain to those interested that the Midland railway is to rank shortly as one of the best equipped roads in the Dominion in every respect. A short distance farther on the village of Fesserton is reached. This is really a delightful spot; the bay being surrounded by a second growth of timber gives it a very romantic appearance. The dwellings and small business places denote thrift and contentment. It would be quite evident to the traveller in making a trip over this railway that the lumber business was reviving as at nearly every station, and frequently between stations new mills are being built. Some are finished, while others are partly erected, each striving to excel his neighbor in getting into operation. Two miles from Fesserton is the thriving village of Waubaushene. Until July, 1879, this was the terminus of the Midland, and from Port Hope to the Georgian bay a cleaner and more healthful village cannot be found. The residences are all tastefully built, and the greater part of them are treated to a coat of whitewash every spring. The fences and all our buildings are served in a like manner. Your "General Butler" would be happy here for his brush could find work the year round. The large elms that once stood in the forest are still standing in numbers throughout the village. This is one of the principal lumber stations on the line. Extensive mills are here located, and the number of sidings that have been laid down to all parts of the yards and wharves gives it the appearance of one of the lumbering towns of Michigan or Wisconsin. Great quantities of square timber are also shipped from here to the eastern markets. The new brick station now in course of erection will greatly add to the beauty of the village. Sturgeon bay station is only a small lumbering place. At Victoria harbor one of the new stations is to be built as well