H. S. Porter.

PUSHING

ROOM PAPER

AND

WINDOW SHADES

AT

PORTER'S BOOKSTORE

Lindsay, April 28, 1881.

Banking and Exchange.

A. McALPINE

Broker and Insurance Agent.

Fire and Life and Accident Insurance effected; Mortgages, Notes, Debentures and other bought and sold; money to loan on mortgages of other property. Office, four doors east of the English Church, Lindsay.

6½ $100,000 TO LOAN On first mortgages 6½ PER CENT.

ONTARIO BANK.

Capital $3,000,000.

President Sir W. P. Howland, C.B.

Vice President C. S. Gzowski, Esq.

General Manager D. Fisher, Esq.

LINDSAY BRANCH

Drafts bought and sold on all points in Canada, United States and Great Britain, and general banking business transacted.

SAVINGS DEPARTMENT

RE-OPENED

Interest allowed on deposits of five dollars and upwards.

S. A. McMURTRY, Manager

Lindsay, Feb. 19, 1881. 1947y

DOMINION BANK.

KENT STREET, 2nd door east of the Post Office, LINDSAY

This Bank has permanently opened for the transaction of a general banking business.

A Savings Department is also established. Interest allowed on deposits of from Five Dollars upwards.

Drafts bought and sold on all points in Canada, United States and Great Britain.

N. H. COWDRY, Agent

Lindsay, September 25, 1880. 1097

Geo. H. Bertram.

NOTICE TO PAY.

I beg to inform all who are indebted to me that they must remit to my address, 114 Yonge-st., Toronto, or they will have costs to pay.

G. H. BERTRAM.

Toronto, April 20, 1881.

NEW ADVERTISEMENTS THIS WEEK.

Boots—D. L. Baker.
Apples—D. L. Baker.
Wall Paper—Porter's.
Coal—The New Syndicate.
Teacher Sale—A. Wright.
Clothing—A. Hightebham.
Dried Apples—A. Campbell.
Dental Notice—Dr. Coulter.
Stitching—W. H. Pogue.
Oil Stoves—Steam Hat Works.
Hay Hooks—Miles & Graham.
Schools (Peterboro')—A. Campbell.
Mortgage Sale—John A. Barton.
Executive Committee—Co. Victoria.
New French Coffee—A. Campbell.
Money at 6½ per cent—R. Cornell.
Hamilton's Pancake Salt—D. L. Baker.
Wallpaper—Dundas & Flavelle Bros.
Regent University—W. J. Chirgwin.

Canadian Post.

LINDSAY, FRIDAY, APRIL 29, 1881.

Circulation 2,000

LINDSAY AND TRUNK RAILWAY PROJECTS.

Considerable progress has been made during the past month in the preliminary arrangements for two or three important railway projects in the features of which Lindsay has no little concern. While the interests and prospects of the town are not likely to be injured by whatever shape the plans of actual construction may ultimately take, some very important advantages may be obtained, and it is not at all unlikely that the importance and prosperity of the town may be greatly enhanced by the railway construction in the next two years in this province. As the whole question is of much local and general concern we may briefly state the current reports as to the position of the several projects concerned, premising that negotiations, surveys and plans are in progress which may change to some extent the present reported intentions.

The Dakota and Sault Junction Railway. This company was duly organized on Friday last in Toronto and arrangements will at once go on for construction to the Sault. It will practically be an extension of the Midland and Whitby railways, representatives of these companies being on the board, with the Grand Trunk representatives and the directors appointed by the Ontario government. It will have in its financial arrangements in London the powerful support of the Grand Trunk, and this will greatly facilitate matters. At the Sault this line will connect with the Northern Pacific, now being rapidly pushed on to that point, and as it is more important to the Northern Pacific than it is even to the Grand Trunk to secure an outlet via the Sault, the early construction of the intervening line will undoubtedly take place. It is a curious fact that by this route the distance from the Sault to Toronto and even to Hamilton is shorter via the Whitby line and extension than by the Northern and Northwestern railways; and by that route the Northern Pacific and the Grand Trunk will undoubtedly send a great deal of the traffic to Toronto, and also to the Suspension Bridge for New York. The route by the Nipissing railway is several miles shorter still. These figures were demonstrated by Mr. Holden at the meeting on Friday and greatly strengthened the western interest in this project. The plan contemplates the construction of the Whitby railway from a point near Manilla station, in an almost direct line due north to Beaverbridge, crossing the Midland some three or four miles west of Lorneville. This part may or may not be built. The point of departure from the Midland Whitby line has not yet been decided upon. Gravenhurst may be selected. Of course trains and traffic would go east from the Sault via Lindsay. The arrangements for passengers and freight traffic from Toronto to the east would also place Lindsay on what would practically be a main railway line. Probably as far as much of our grain and other freights are concerned the town would be just as advantageously placed as are the front towns. These would make Lindsay a still better farmer's market than it has been the past few years, and would consequently enhance our prosperity.

The Ontario and Quebec Railway. This line is projected by a strong company, comprising several members of the Pacific railway syndicate, for the purpose of building a through line to connect the Credit Valley and Great Western railways with the Canada Central and Occidental at Ottawa, and via the South-Eastern railway to Boston. A part of the scheme of this combination is to tunnel the St. Lawrence at Montreal, for which Mr. Walter Shanley has prepared elaborate plans. The combination would make a rival to the Grand Trunk. The "missing link" from Toronto to Carleton Place is to be constructed at once in a first-class manner in every respect. It may or may not require the survey now being made by the Toronto and Ottawa Co. (Mr. Dodderham's line) but in any event the line is to be built without delay. As the shortest route is an important consideration, unless there are other considerations outweighing it, this line will probably run south of Lake Scugog. It may cross the Whitby line south of the "ridges," three or four miles south of Port Perry, and go on to the east through Manvers to Peterboro and on to Carleton Place. The chief engineer, Mr. Lamsden, it is true, reports that the most difficult portion lies between Peterboro and Toronto, and it may be that the company, in view of these difficulties and of other important considerations, may run their line via Lindsay. We have a report (which we give with reserve) to the effect that the company may purchase the Whitby and Victoria railways and extend the latter to connect with the Canadian Pacific at or near Callendar station. This would afford the Syndicate the most feasible route to Toronto and the Suspension Bridge as well as the lake at Whitby. There is, in fact, a strong probability that this plan may be carried out; and should the main line from Toronto to Ottawa pass via Lindsay it would increase the importance of this place and make it a railway centre unequalled by any town in Canada. The principal shops of the company would no doubt be located here, as this would be the best place for them; and this would be the headquarters of locomotives and of locomotive engineers and other employees. We have it on undoubted authority, however, that one "blacksmith shop" is to be placed on the banks of the sounding Otonabee, in accordance with poor old John Fowler's injunction. This extension scheme would involve the purchase of the Whitby and Victoria railways. These roads are now doing an excellent local business, and their prospects are bright. The Victoria is developing the country to the north, but the extension to the Canadian Pacific would fulfil its original design and still further develope a wide tract of country. With this combination the Whitby would naturally make a necessary and important link, leading to the lake and towards Toronto, and though it is now a valuable property, thanks to the enterprise and shrewdness of Mr. Holden and Mr. Austin, it would be much more valuable as part of the through line. Meetings to be held within the next week or two will decide the main features of the Ontario and Quebec line.

We understand the Nipissing is to put down a third rail and fit its line to other ways for the standard gauge traffic. Some arrangement will probably be made with the Midland as to through trains.

The increased equipment of the Midland and the further improvement of the line from this place to Georgian Bay is a not unimportant feature of the general situation.

The humorous part of these reports is to be found in the telegram from Belleville the other day that the Grand Junction was going to do the "extending" from Peterboro to the Georgian Bay and the Sault. This sensational item was occasioned by a visit of eastern railway magnates concerned in the Ontario and Quebec project, and whom the worthy Grand Junction president wished to induce to take up a portion of his line east of Peterboro. It is not very likely they will do so, because the Grand Junction trends too much to the south and is too crooked.

The Grand Trunk is also to be double tracked between Toronto and Montreal during this and next year.

What with all these undertakings there will be in central and northern Ontario an era of unexampled railway construction, commencing within the next few months and continuing two or three years. The works will involve the expenditure of a very large amount of money and are necessary parts of no less than three new great trunk lines from the west and north-west to the sea. Its impetus to general business and especially in the stimulus to wood production this district will undoubtedly largely share; and it is clear that from the increased railway facilities extensive and far-reaching benefits must accrue to Lindsay.

THE MIDLAND RAILWAY.

The report of the proceedings at the annual meeting of the Midland Railway Co., to be found in another column, will be read with interest. It shows steady progress and prosperity, the result of careful, shrewd and enterprising management and of the improved times springing largely from the excellent harvest and the lumber trade revival. Mr. Geo. A. Cox, the president, fully deserves the hearty acknowledgement of the success of his management; and his able assistants, Mr. A. White and Mr. W. B. Ferguson, with the other officials of the road, deserve the cordial recognition of their faithful services and their devotion to the interests of the company. The road under Mr Cox's enterprising and far-seeing management is bound to go ahead, and it will take a front rank among the railway institutions of the land in importance and in excellence of equipment.

THE TORONTO BANQUET TO MR BLAKE

The banquet in Toronto on Thursday evening of last week to the Hon. Mr. Blake was one of the finest and most successful demonstrations of the kind ever held in the provincial capital. The arrangements were made on an extensive scale, but even these could not accommodate one-half of those who wished to be present; and accordingly a great many residents of the city waived their places to those who poured in from different parts of the province.

The speeches were of a high order of merit, and we regret that we cannot in this issue give some of the most important portions. Mr. Blake was accorded an extremely enthusiastic reception, and delivered a masterly and eloquent review of several of the leading issues of the day. Mr. Mackenzie's terse and telling speech was applauded most heartily. He spoke in the most cordial terms of Mr. Blake, and expressed a very warm admiration of his method of dealing with the Pacific railway contract. Not the least interesting features of the evening were Senator McMaster's speech, in which he expressed his preference for an elective upper house, and the re-appearance of Sir Wm. Howland in public life, with the hope expressed by Mr. Blake that he would once more enter politics. The demonstration must have been and no doubt was very gratifying to the liberal leader, as it showed not only his own great personal popularity but the rapid and steady growth of liberal ideas and the energetic determination of the members of the party to work with renewed vigour for victory at the next election.

The Whitby Chronicle says of the nomination of Mr. Bigelow as a successor of Mr. Paxton in the representation of North Ontario: "Mr. Bigelow is well known in the riding, has been an active business man for thirty years or more, has occupied high municipal positions and has given a helping hand to every public enterprise calculated to benefit the whole county. He is industrious and painstaking in public matters as well as private affairs and very careful in forming a judgment; a fair speaker, having a large and intelligent acquaintance with public matters, and a man of undoubted integrity. A liberal all his lifetime, who always gave ungrudgingly his support to liberal candidates, he has now, as the nominee of a liberal convention, the right to the suffrages of all friends of the liberal cause, to the votes of all men of liberal opinions in the riding and of all friends of the Mowat government."

Mrs. Hugh Macdonald, daughter-in-law of Sir John Macdonald, died very suddenly of heart disease, on Friday at her residence in Toronto.

EDITORIAL NOTES.

The Russian Grand Duke Nicholas has been implicated in the Nihilist plots and sentenced to imprisonment for life.

The senatorial deed-lock at Washington over some petty appointments still continues, greatly to the detriment of important public interests.

A libel suit for $100,000 has been instituted against a Montreal editor for saying that a Quebec railway contractor was an inmate of "the den of forty thieves."

The Scott act has been defeated in Wentworth by a majority of 611. The rural sections showed the heaviest vote against the act. Wentworth evidently needs reforming.

The French are pressing the Bey of Tunis, evidently with the design of establishing a protectorate over that country. The Italians are jealous and excited and trouble is apprehended. The English jingoes, too, are bellicose.

The Bank of Montreal has caused an agreeable surprise by declaring a semi-annual dividend of four per cent. with a bonus of two per cent. to stockholders and an addition of $200,000 to the rest. The stock has advanced from 185 to 200.

It is said Sir Stafford Northcotte is to be the conservative leader if Sir Stafford has succeeded in preventing Mr Bradlaugh taking the oath in the house as a member. It is understood that the government will introduce a bill removing the difficulty.

Postmaster-General James has unearthed a gang of corruptionists and jobbers in his department in connection with "Star" mail route contracts. Prominent officials and leading politicians are implicated, and by their dishonesty the country has been robbed of over two millions a year.

Sir John Macdonald's health has not improved and he has been ordered to the south of France for the summer. His present illness is not, we understand, Bright's disease, but a severe form of chronic indigestion. Sir Chas. Tupper is reported to be greatly improved in health and his early return is looked for.

The rumor is revived that Sir William Young is to retire from the chief justiceship of Nova Scotia, to be succeeded by Hon. James Macdonald, now minister of justice. The vacant portfolio will, it is said, be handled to Mr. Hector Cameron, as Mr. Dalton McCarthy, the only other legal luminary on the ministerial side, does not desire office. This may bring on another election in North Victoria at an early day. The chief difficulty in the way of this arrangement is the fear of the government to open a Nova Scotia constituency, though Pictou is a very strong conservative county. Mr. Cameron feels safe in North Victoria. But is he safe?

Mr. Hector Cameron, M.P., has not yet responded to the Peterboro Examiner's request to explain why he did not fulfil his unelicited promise regarding the Trent Valley canal. That promise was to the effect that he would obtain a ministerial assurance on the floor of the house that the government would go on with the work. The Examiner expressed the opinion that Mr. Cameron would be "an idle and useless humbug" if he did not explain. We think our cotemporary is rather severe; and that in view of the prospective vacancy in the department of Justice at Ottawa Mr. Cameron will shortly evince a remarkably keen interest in the canal. Does not our cotemporary observe the connection? There is, of course, this point to be kept in mind: Mr. Cameron is largely interested in the Grand Junction, which is to run and does run almost alongside the proposed canal route, with a branch to Bobcaygeon. Is it then to the interest of the Grand Junction to see the canal made? Can Mr. Cameron serve two masters? Can he become a railway king and a canal king at the same time? The electors of North Victoria must decide on the first occasion, and may that fateful time soon come.

THE MIDLAND RAILWAY.

Annual Meeting of the Bond and Shareholders.

The annual meeting of the bond and shareholders of the Midland Railway Company took place at the company's offices, at Port Hope, on Tuesday of last week, the president, Mr. Geo. A. Cox, in the chair. Among those present were Messrs. R. Jaffray, J. R. Dundas, F. C. Taylor, mayor of Lindsay, H. Covert, P. R. Randall, mayor of Port Hope, C. Stewart, H. Helm, Walter Renwick, John Wright, W. B. Ferguson, E. S. Vinden, C. L. Thompson, W. R. Wadsworth and others. The following report was submitted:

REPORT OF THE PRESIDENT AND DIRECTORS.

To the Proprietors of the Midland Railway of Canada

PORT HOPE, 19th April, 1881.

In submitting their report for the year ending 31st December, 1880, with the customary accounts attached thereto, the directors have pleasure in stating that their expectations regarding the revenue receipts for the year have been fully realized, and exhibit a very satisfactory increase over the previous year.

The total traffic receipts for the year amounted to the sum of $834,083 55 or (£171,708 10s. 5d.) as against $780,236,77 or (£160,358 19s. 6d.) for 1879, showing an increase of $74,857 78 or (£15,349 11s. 9d.) or within a fraction of twenty-nine per cent increase over 1879.

The working expenses for the year have been $468,559 41 (or £96,288 4s. 5d.) or 55 83 per cent on the gross receipts, as against $381,065 07 (£78,347 17s. 5d.) or 48 83 per cent, being an increase of $89,155 30 (£17,940 13s. 5d.).

The net revenue for the year amounted to $317,524 14 (or £65,419 5s. 11d.). This after payment of municipal liens and interest on the 1st of November last, and after reserving $24,750 00 (£5,090) for payment of coupons due on the 1st of May, 1881, was appropriated as per statement No. 3a.

It afforded your directors no inconsiderable amount of pleasure to commence the application of such revenue to its legitimate purpose, the payment of dividends, and to do so not only feeling secured that they would be able to continue that course, but with every confidence that the net earnings of the company for the future will be quite sufficient to meet all its interest obligations.

At a special general meeting of the proprietors held in London in December last, at which the President and Mr. Jaffray had the pleasure of being present, a proposal was cordially agreed to by the bondholders to exchange the overdue coupons, amounting to 6½ per cent, for deferred interest certificates, payable on the 31st December, 1885, with interest in the meantime at 5 per cent, per annum, payable half-yearly. This, with the payment of interest that was made on the 1st of November last, cancels all arrears of interest up to that date. The total amount of deferred interest certificates issued for the purpose is only $9,000. The company reserves the right to retire them at any time during the five years, and fully anticipates being able to do so from our net revenue after payment of all interest as it matures.

The 5½ per cent. coupons due on the 1st proximo were provided for by a deposit on the 1st inst. with Messrs Glyn, Mills, Currie & Co. of the necessary funds to meet the full amount due, and no fears are entertained (if being able in future to promptly meet our liabilities as they mature.

Reference was made in a previous report to the fact that our predecessors in office, by their efforts to complete the extension of the line out of revenue instead of providing additional capital for that purpose, had allowed the bonds of the company to become in default; had accumulated a large floating debt which was being carried at exorbitant rates of interest and commission, and had permitted the line and its equipments to become very much out of repair. This not only largely increased the working expenses, but from want of confidence upon the part of shippers in the ability of the company to move their products, had prevented the revival of the development of business along the line. During the past year these difficulties have happily been removed. The necessary legislation was obtained in February, and a special general meeting of the bond and shareholders, held in London in May, 1880, consented to the issue of £100,000 of preference bonds.

An advance obtained at a low rate of interest by the hypothecation of these bonds has enabled your directors to effect a most satisfactory consolidation of the floating debt, with which they found the operations of the company seriously fettered upon their acceptance of office.

It has also enabled them to effect most important improvements upon the line and its equipment $139,134,92 (£28,549 11s. 3d.) has been expended upon capital account during the year in the purchase of steel rails and other improvements upon the permanent way, and $125,166,26 (£25,680 19s. 3d.) in the acquisition of new rolling stock, making a total expenditure of $266,301,06 (£54,641 14s. 6d.) under these heads.

By reference to the engineer's report it will be seen that during the year 212 miles of the line have been ballasted, 56 miles have been entirely relaid with new sleepers, 34½ miles of new steel rails have been laid, four new station buildings, 32 miles of additional siding accommodation, and 13½ miles of new fencing have been constructed, besides many other less important improvements.

The superintendent's report shows an addition to our rolling stock of one new locomotive, 107 platform cars, 60 box cars, two passenger coaches, and two smoking, mail and express cars.

Notwithstanding the extensive improvements that have been carried out during the last two years, the low state of repair into which the line had previously fallen, combined with the increased and constantly increasing business of the company, still urgently demand very considerable expenditure upon the improvement of the road way and the acquisition of additional rolling stock. Steps have been taken to meet these requirements by entering into contracts for the purchase of four new locomotives, 50 new platform cars, and 10 miles of steel rails, besides extensive preparations for ballasting and otherwise improving the line.

It is satisfactory to be able to state that the 6% per cent debentures, amounting to £150,000 of preference bonds, still held by the company, will not only pay the amount for which they have been hypothecated, but a profit will accrue for the purpose and additional revenue thus referred to in the foregoing paragraph, and will have a very considerable effect upon the future for capital expenditure.

In reference to the general traffic of the country it will be seen that our expectations in regard to the increased business to be expected have been realized, and that we enter upon the year 1881 with the most hopeful anticipations of a large increase over the very satisfactory business of last year.

Your directors have kept carefully before them the importance of our route as the shortest line from the west to the east, and work has steadily progressed with the object of establishing a through trade. At Port Hope a substantial elevator, having a capacity of 150,000 bushels, and completed with all the latest improvements, has been erected, and is now being used for local trade, in which respect alone it is of very valuable assistance to the company. We have also made considerable progress towards the erection of an elevator, together with the necessary wharves, at Midland, but the large amount of work that had to be done at this point, together with the size of the elevator being erected, viz., 250,000 bushels capacity, has taken up a considerable amount of time, and it is doubtful whether we shall be prepared to go thoroughly into the through business before next spring. We are pleased, however, to be able to report that by that time, if not this fall, our facilities for through trade will not be excelled by any line in the country, and negotiations which we have held with vessel owners are of such a nature that we expect to be able to bring our service lines of steam barges and vessels of both the upper and lower lakes without any immediate outlay of capital or subsidy, the vessel owners being apparently quite willing to form the connecting links in our through route on the ordinary basis of a division of rates.

A very satisfactory arrangement was made with a joint stock company for the erection of the Port Hope elevator, thus leaving more capital available for the additional equipment that will be required to meet the demands of our increasing trade, and the propriety of having the same company assume the Midland elevator is having the careful and earnest consideration of your directors.

During the past year the Grand Junction railway has been completed from Belleville (the head of river navigation) to Peterborough. This, and the not improbable construction at an early date of the Toronto and Ottawa railway, which will also pass through Peterborough, placing it on a direct line between the Provincial and Dominion capitals, rendered it advisable to obtain the necessary power, to build from there direct to Omemee, a point on our main line, distant 14 miles. The company's act, passed at the recent session of the Ontario legislature, confers this power and also authorizes the issue of $100,000 of preference stock, subject to the approval of the present stockholders. It is not proposed at present, however, to take the special vote necessary to utilize these powers.

The Canadian directors have great pleasure in stating that they have received the hearty and zealous support and co-operation of their co-directors in London, and of the officers and employees of the company, in promoting the general prosperity of the line, and in congratulating the proprietors not only upon the largely increased earnings, but also upon the greatly improved position of their property, and its very encouraging future. Respectfully submitted GEO. A. COX, President.

Mr. Cox in moving the adoption of the report said: I have pleasure in moving the adoption of the report that has just been read. Such a satisfactory statement could not, I think, at any time be otherwise than satisfactory to the proprietors of the company, but when contrasted with the first report which the present directors were obliged to present at the close of 1878 it must, I think, be particularly satisfactory to them. At that time the difficulties with which we had to contend appeared almost insurmountable; while the report presented to-day indicates substantial improvement to the property, increased revenue, general prosperity and a very encouraging future. The large increase in the receipts of $74,857,78 over those of last year and the still larger increase that we anticipate this year arises entirely from the improvement and extension of business along the line. We have not yet participated in any of the through grain trade, and shall not, I fear, be able to do so to any extent this year. Large expenditures have been made in the erection of elevators and other terminal facilities at Port Hope and Midland, in preparation for this business, but the nature and extent of those improvements are such that we shall not have them fully completed before August or September, too late for this summer's trade. More strenuous efforts would have been made to have them completed earlier, but it is already quite equivalent that our local trade will tax our rolling stock to its utmost capacity, notwithstanding the large additions that have been made and are being made to it. By another year, however, we shall add still further to our equipment so as to meet not only the increasing local traffic but also to meet the requirements of the through trade, the importance of which is daily becoming more apparent, and with the large lumber trade already developed in the Georgian Bay district shows very conclusively that our predecessors were quite correct in locating the terminus of the road where they did. There does not appear to be any reason to doubt the ability of the company, from the local trade alone, to earn sufficient net revenue to pay the interest on all its debentures, while our hopes as to the through grain trade appear to be well grounded, and if even partially realized will place that beyond any question. In December last Mr. Jaffray and myself had the pleasure of attending a meeting of the proprietors in London, England. The cordial manner in which they consented to the consolidation of the over-due coupons; their evident appreciation of the improved position of the property; and their confidence in its future was very gratifying to ourselves and to our co-directors. This, with the cheerful and zealous support of our officers and employees and the general prosperity of business have all combined to make the year under review an exceedingly satisfactory one. Under these very encouraging circumstances I have pleasure in moving the adoption of the report.

Mr. Jaffray, in seconding the report, fully endorsed the remarks made by Mr. Cox as to the present position and future prospects of the road. He dwelt upon the great service which Mr. Cox had done to the company since he had been entrusted with the management of its affairs. He had drawn to himself the confidence of the public, the confidence of the employees and all connected with the road. He referred in enthusiastic terms to the results which must inevitably follow the building of the elevators at Port Hope and Midland. He predicted that this would become in a short time the highway of traffic between the west and the eastern seaboard.

VOTES OF THANKS TO THE PRESIDENT AND OFFICERS.

Mr. J. R. Dundas then moved, seconded by Mr. Ross, that the thanks of the shareholders and bondholders are due to the several officers of the company for their zeal and assiduity in the discharge of the duties attached to their several offices, and the shareholders and bondholders hereby express their just appreciation of their efforts. Mr. Dundas in moving the resolution referred to the former condition of the road and drew attention to the fact that business could now be transacted as safely and well over the Midland as any road in Canada. He spoke in high terms of the officers of the road, especially of those at the head offices, and considered that a large share of the success of the road was due to the harmonious relations which existed between all connected with it.

Mr. Ross in seconding the motion quite concurred in what had fallen from the previous speaker, and spoke strongly of the labor by which the present president had brought the affairs of the company to the present satisfactory condition.

The resolution was adopted.

Mr. Ross moved, seconded by Mr. J. R. Dundas, that as individual members of this board we desire to express our pleasure at the eminently satisfactory result of the recent visit to England of the president, accompanied by our co-director, Mr. Jaffray, to attend a meeting of the bondholders, and with the cordial manner with which they were received, and we hereby tender them our hearty thanks for their valuable services on that occasion. We would further express our appreciation of the valuable services and untiring efforts of the president on all occasions to which is mainly attributable the greatly enhanced value of both the old and new bonds of the company and the present satisfactory state of the road and the development of the business, as also the bright prospects of the future, under his able management.—Carried.

RE-ELECTION OF DIRECTORS.

On motion Mr. W. R. Wadsworth and Mr. C. L. Thompson were appointed scrutineers, and the balloting for directors for the ensuing year followed with the following results: Directors elected—Geo. A. Cox, R. Jaffray, H. P. Dwight, J. R. Dundas, and Messrs. E. J. Halsey, H. Grissell and U. E. Burke, no other ballots having been cast.

Mr. Hugel moved, seconded by Mr. Vinden, that the president do now leave the chair and that Mr. Henry Covert take the chair. This was done and Mr. Hugel moved a vote of thanks to Mr. Cox as chairman. Mr. Hugel referred to the gratifying evidences of progress in the Midland railway, of which he had been formerly the manager. He did not consider that there had been any change in the general idea of carrying on the company's affairs, so Mr. Cox had carried out and completed the ideas which he (Mr. Hugel) had entered upon. Mr. Cox, however, seemed possessed of the magic wand, and as he had done several curiosities passed through here the last two weeks. The pictures of the Percheron horses printed in THE POST are greatly admired, and Mr. Johnston should do well with his stallion.

HYMENEAL.—No less than eight weddings in this vicinity last week. They must all believe in Madame Shipton's prophecy and are bound to be married.

CENSUS.—Mr. Monroe has been through here taking the census.

MARKET.—We are going to have the best market next fall in this county. Mr. Mc. is to wear the Scotch bonnet from the first of September till the first of April, health and weather permitting. There were over sixty-five thousand bushels of grain bought here since last fall and of this fifty thousand passed over the Midland railway.

A CLEAN SHAVE.—You always advise people who want a clean shave to go to Spratt's, and I would advise any person who wants an overhauling shave to try the 120 pay cash, shave given by outside of your Lindsay subscribers.

Bradburn & Co.

BRADBURN & COMPANY'S

DOHENY BLOCK, LINDSAY.

Our Stock is now complete in every department, and is by far the largest and best selected ever offered by us, as we buy for t e co. places of business (PETERBORO AND LINDSAY) and pay cash for all purchases. We are the inside figure and can therefore sell our Goods at a close margin of profit, and yet we can afford to do a very large business on small profits. Then we ask as a test to compare our Goods and Prices. Subjoined is a few quotations of Leading Lines, and all our Goods are marked just as low accordingly.

20 yards Cotton $1.00.
20 yards Prints $1.00.
15 yards good White Cotton $1.00
8 yards good Duck $1.00.
8 yards good Derry $1.00.
10 yards Good Shirting $1.00.

5 yards good Flannel 1.00.
8 yards Canton Flannel $1.00.
8 yards Table Linen $1.00.
20 yards Linen Towling $1.00.
10 yards Fashionable Dress Goods $1.00.

See the Scotch Tweed Suits made to order for $12. All wool suits ready made for $7.00, $7.50 and $8.50. See our Silks Poplins and all shades 50c. a yard. This week we have 170 different lines of Goods on our 1st. Counter, all extra values. Having determined to increase our trade and being in a position to buy our Goods right, we have marked every article at Rock Bottom Prices, and we are confident that they will stand competition. Mr. J. P. SUTHERLAND is still in charge of our Tailoring Department.

J. E. THORNBURY, Manager.

Lindsay, April 20th, 1881.

MINDEN.

(Correspondence of The Post.)

REMOVED FROM NORLAND.—Mr. J. C. Roy's branch store here having done an excellent business Mr. Roy has removed from Norland and taken up his residence here for the purpose of giving his personal attention to the Minden business. Mr. Roy is a popular and enterprising merchant and will make a desirable acquisition.

SUNDERLAND.

(Correspondence of The Post.)

A VALUABLE TREE was discovered on the farm recently occupied by Mr. Josh. Bacon. The quality of the wood in it is very rare. It is said to be worth at least three or four hundred dollars.

BUYING PRODUCE.—Mr. M. J. Malone, formerly of Manchester, is about opening a stand for the purchase of all kinds of produce.

REAL ESTATE CHANGES.—Within this immediate vicinity not less than eleven farms have changed hands during this last season, and strange to say six out of this number are all joining one another.

THE FALL WHEAT is doing much better than was first expected. Very little if any will have to be ploughed up.

CANNINGTON.

(Correspondence of The Post.)

BAND CONCERT.—Our village band having provided themselves with a handsome new uniform gave a very successful concert on the evening of the 14th inst. at which they realized $34.

OFF TO WINNIPEG.—Mr. W. Hooper, who has been acting as village constable, and wife left this week to seek a new home in Winnipeg.... Mr. P. Ellis, who is yet in single misery, bought the house and furniture; and he says he wants a tenant. But that's too thin, Peter.

WELL STOCKED.—Perhaps it will be safe to state that there is not another village in the Dominion that can boast of as many small children and dogs without end as Cannington.

IMPROVEMENTS.—Mr. John Sharp, Dr. Gillespie and Mr. R. Edwards are busily engaged in laying out and otherwise improving their front premises. That of the latter especially will look very pretty when a little further advanced in the season.

NORLAND.

(Correspondence of The Post.)

CHANGED HANDS.—One of our merchants has moved to Minden to engage in business there and Mr. Geo. Adair now occupies his stand here. Mr. Adair is keeping a boarding-house and accommodations for the public.

ACCIDENT.—Mr. I. Sprung met with a very painful accident last Saturday while working in the mill here. The chain that draws in the logs broke while drawing in a large log and struck Mr. Sprung in the head, cutting him very badly.

SOCIAL.—The young people are contemplating a grand social in the village on Monday evening, the 1st prox.

HYMENEAL.—Mr. S. Routly took unto himself a partner to share his joys and sorrows in the form of Miss Mary J. Courtmanche. May they live a happy and prosperous life and train up their children in the way they should go.

BREVITIES.—Lakes are once more open.... A number of men are engaged dumping logs into the river and running them down.... Farmers busy sowing their spring.... The grass is green on the rocks once more.

OMEMEE.

(Correspondence of The Post.)

HORSE-TAMING.—Prof. Brush & Son, the horse educators, gave a free exhibition and lecture on the character and education of the horse in the drill shed Tuesday evening, 26th. A large number were present and were well pleased with the professor's mode of training horses.

ENLARGING.—Mr. J. D. Thornton is having his store enlarged, which with many other alterations he is making it and about it will add greatly to the appearance of the store.

MINOR NOTES.—Suckers are being speared in large numbers near the sawmill.... Eggs are above par owing to the opposition between the buyers here.... The hook and ladder company received their new uniform, in which they will appear on the 24th of May.

FALL OF A CHANDELIER.—A chandelier in Christ church, Omemee, fell one night a week ago. Part of the matting in the aisle was burned.

NAVIGATION.—The steamer Maple Leaf will shortly begin towing saw-logs for Mr. John Kincaid from Sandy Point on Pigeon lake to his mill in this village.

LORNEVILLE.

(Correspondence of The Post.)

OUR SIDEWALKS are in a deplorable state at present. We had planks bought and delivered here over a year ago to build a sidewalk to the school house and not a plank has yet been laid for a sidewalk and the most of them have been taken away for other purposes.

CONCERT.—We had a very enjoyable concert here last Friday evening, got up by a couple of our most popular young ladies. About fifty enjoyed themselves till the wee hours in the morning. Considerable money and eatables were gathered, all of which went to aid two indigent old women here.

BARN RAISING.—Captain Sinclair had a large frame barn erected on his farm west of this. There was a grand time.

SATISFACTORY.—We have the most obliging little postmistress here this township can produce and gives the utmost satisfaction to all concerned.

SPRING WORK.—People are well on with their spring work. The fall wheat and clover are supposed to be all right.

DEMAND FOR HORSES.—There is great demand for horses. Not a week passes but there is some person looking for them. Several carloads passed through here the last two weeks. The pictures of the Percheron horses printed in THE POST are greatly admired, and Mr. Johnston should do well with his stallion.

HYMENEAL.—No less than eight weddings in this vicinity last week. They must all believe in Madame Shipton's prophecy and are bound to be married.

CENSUS.—Mr. Monroe has been through here taking the census.

MARKET.—We are going to have the best market next fall in this county. Mr. Mc. is to wear the Scotch bonnet from the first of September till the first of April, health and weather permitting. There were over sixty-five thousand bushels of grain bought here since last fall and of this fifty thousand passed over the Midland railway.

A CLEAN SHAVE.—You always advise people who want a clean shave to go to Spratt's, and I would advise any person who wants an overhauling shave to try the 120 pay cash, shave given by outside of your Lindsay subscribers.

Dundas & Flavelle Bros.

DUNDAS & FLAVELLE BROS.

WE BELIEVE

We are showing the largest and fullest range of TWEEDS and CLOTHS to be found anywhere in this locality.

WE BELIEVE

We are not excelled by anyone for FIT, STYLE OR FINISH.

WE BELIEVE

We cannot be undersold, as many of our goods are bought from first hands in the old country.

WE BELIEVE

In giving a good article, making it well, trimming it well and then stamping it with our recommendation.

WE BELIEVE

This policy will always succeed and our increased, and we are glad to say increasing, trade in this branch is the strongest evidence of it.

DUNDAS & FLAVELLE BROS.

You Have an Excuse

Have you any excuse for suffering with dyspepsia or liver complaint? Is there any reason why you should go on from day to day complaining with sour stomach, sick headache, habitual costiveness, palpitation of the heart, heart burn, water brash, gnawing and burning pains in the pit of the stomach, yellow skin, coated tongue and disagreeable taste in the mouth, coming up of food after eating, low spirits, &c. No! It is positively your own fault if you do. Go to your druggist and get a bottle of GREEN'S AUGUST FLOWER for 75 cents; your cure is certain, but if you doubt this get a sample bottle for 10 cents and try it. Two doses will relieve you. 19y.

Bucklen's Arnica Salve.

The best salve in the world for cuts bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25 cents per box. For sale by S. PERRIN, Lindsay.

Gray's Syrup of Red Spruce Gum.

The best known remedy for all affections of the chest, lungs or throat is Gray's Syrup of Red Spruce Gum. It is constantly used by thousands of persons suffering from all the above diseases and in nearly every instance it affords immediate relief. In cases of troublesome, tickling cough, where the patient passes sleepless nights, one or two doses of the syrup has such a quiet, soothing effect that rest ensues and the cough speedily disappears. Try it and be convinced. Sold by all chemists. Price 25 and 50 cents per bottle. —29-1.

All forms of nervous debility so commonly prevalent yield to the vitalising powers of Burdock Blood Bitters. It is the best regulator of the liver, bowels and kidneys; the most potent blood purifier and permanent tonic known. Purely vegetable, safe and pleasant to take and unfailing in its effects as a health restorative. Sample bottles 10 cents. 29-2.

Hagyard's Yellow Oil is a perfect panacea, curing by external and internal use all inflammation, pain and soreness, rheumatism, stiff joints, deafness, colds, kidney complaints, burns, frost bites and flesh wounds of every variety. For sale by all dealers. 29-2.

The liver, the skin, the kidneys and the bowel are the natural cleansers of the system; secure their healthy action by nature's grand remedy, Burdock Blood Bitters. It cures scrofula, it cures liver complaint, it cures dyspepsia, it cures female complaints and purifies the blood while it restores strength and vitality to the shattered system. Trial bottles 10 cents. 29-2.

Among the pains and aches cured with marvellous rapidity by Dr. Thomas' Eclectric Oil is earache. The young are especially subject to it and the desirability of this oil as a family remedy is enhanced by the fact that it is admirably adapted not only to the above ailment but also to the hurts, disorders of the bowels and affections of the throat to which the young are especially subject. —29-1.

Spratt & Killen.

ARRIVED THIS WEEK.

16,800 POUNDS OF TEA.

—WE HAVE RECEIVED ANOTHER—

IMMENSE STOCK OF CHOICE TEA

WORTHY THE INSPECTION OF ALL.

SPRATT & KILLEN.

Lindsay, March 23, 1881.—

New Advertisements.

SPECIAL NOTICE.

All parties indebted to Dr. COULTER either by note or book account are requested to call and settle before May 15th, as all accounts unpaid after that date will be put in suit for collection

Lindsay, April 26, 1881.—29-3.

COBOCONK UNIVERSITY.—W. J. CHIRPAW, proprietor. This large new hotel is now in every way complete for the travelling public. Good sample rooms for commercial travellers. Hunting and fishing parties can always be supplied with everything necessary for a good day's sport. Bar supplied with the best liquors and cigars. Charges moderate.

Coboconk, April 29, 1881.—29-1yr.

TENDERS.

TENDERS addressed to the undersigned at this department will be received until noon on

Saturday, the 7th day of May, next

for dredging a channel between certain points on the Scugog River.

Specifications can be seen at this department, and at the office of THOS. WALTERS, Lindsay, where printed forms of tender can also be ob