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SIX PER CENT

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Capital $2,000,000.

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

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Interest allowed on deposits of five dollars and upwards.

S. A. McMURTRY, Manager.

Lindsay, Feb. 18, 1881. 19-1y

DOMINION BANK.

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

A Savings Department is also established for receipt of deposits of from Five dollars and upwards.

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N. H. COWDRY, Agent.

Lindsay, September 23, 1880. 1067

NEW ADVERTISEMENTS THIS WEEK

Dominion Dispatch — Wanted — Agents

Strayed — Stephen Stock, Ops

Lost — Pocket Book, Lindsay

Notice — Southern, Cathro & Mark

Notice — Southern, Cathro & Mark

Notice — Southern, Cathro & Mark

Canadian Post.

LINDSAY, FRIDAY, AUG 12, 1881.

Circulation 2,600

## PORT HOPE AND PETERBORO

Port Hope and Peterboro have been bandying choice epithets over the attempt to remove the Midland car works from the former to the latter town, and in the discussion the relative amounts granted by the two towns to the railway, borrowed from the municipal loan fund, and paid or repaid, have been set out about each other with charming frankness. Some strange facts have been brought to light, and we hope the discussion will go on. It seems almost the reminder of the possibilities prophesied by the old proverb, used in a not allegorical sense in this case, about "chickens falling out." We print elsewhere some extracts from this discussion which has a practical interest for us. It seems that by the municipal loan fund settlement, Peterboro actually obtains *a yearly revenue*, according to the statement of the Port Hope News, *of $1,128.75 on a loan of borrowed money*. The Review does not notice this peculiar fact, but no doubt it will explain it fully, or perhaps the guileless Examiner will stand up and howl at Port Hope but all the time with $1,128 in its pocket. The Review, however turns on the News and shows Port Hope up in shortly colors. The money that the News says came out of the pockets of the ratepayers of Port Hope actually came out of the pockets of the people of the back country, in the main, in the shape of harbor tolls. According to this showing the car shops ought to be removed to Bobcaygeon or Fenelon Falls, or at least to Lindsay. The whole question of what Peterboro stole and Port Hope robbed, to use the elegant phrases in vogue among our neighbors, ought to be thoroughly investigated. One thing is certain: neither honestly paid back anything. Let us have the bottom facts; or appoint a commission to find them.

## VICTORIA RAILWAY EXTENSION

The time is not inopportune for taking up the extension of the Victoria railway to the Mattawan. The great impetus given to railway construction in this part of the province, and the immense change effected by the important line now being projected to the South, with the construction of the Canadian Pacific railway, enhance the importance of the Victoria railway extension. It will not only operate as a colonization railway, and facilitate the settlement of a very large section of country, it will undoubtedly progress as rapidly as the Muskoka sections, but it will afford the most direct through route between several important points and railways. We have not yet had an opportunity of discussing the situation with the new proprietors of the railway, and what we now advocate is dictated solely from a consideration of what may be thought best in the interest of this town and district, and of the province at large. We have no doubt the new proprietors will do all in their power to promote the interests of Lindsay, for it has large claims on the railway, and their interests are identical. The leading citizens of Lindsay should therefore ascertain without delay what can be done to facilitate the extension of the road to the Mattawan. There is already a conditional land grant of ten miles on each side of the line north from the English Land Co's territory, and this might be placed on more favourable terms to the railway; and a large cash subsidy obtained from the surplus. The surplus should be devoted more largely than it has been to the development of the back country, and if the present company, or one equally strong and able to command public confidence, will undertake the work, it might be pushed on at an early day. The railway will promote the colonization and settlement of the country, and as there is excellent land it would no doubt soon be taken up by large numbers.

Since writing the foregoing, we have received the Hamilton Times, with the subjoined article on the same question. The construction of the Ontario and Quebec railway will afford even a shorter route from Toronto, supposing that the centre somewhere between the "Junction" and Whitby. There will at any rate, be the two lines available at an early day.

"The Victoria Railway of Canada," says the Times, "lately purchased by Messrs. Proctor & McInnes, of Hamilton, is apparently to be one of the main arteries and leading lines of the country. We are informed from good authority that a connection will be made at no distant date with the Canadian Pacific railway at some point near Callander station. It is also contemplated that a short line will be built from some point on the Toronto & Nipissing railway to some point at or near Lindsay, the present terminus of the Victoria railway. The T. & N. Railway Co. are at present changing their narrow gauge to the standard gauge of the country. This latter connection will be of immense importance, and will give the Victoria a much better connection with Toronto and Western Ontario than via Whitby. The gentlemen in question are to be congratulated as to their enterprise and shrewdness in securing this most important link. The Victoria railway, on account of the limited supply of rolling stock, is taxed to its utmost at the present time to carry the forest products now offering for shipment. Several new engines and passenger coaches have been ordered by the new proprietors, some of which have already arrived and are at work. Twenty-five new flat cars are to be added to the stock this week and a further supply as soon as built. A new time table giving increased train service was put into effect on August 4th by General Manager Tait, which tends to show that the new men mean business."

## EDITORIAL NOTES.

Hon. J. J. C. Abbott and Dr. Christie were on Wednesday nominated for Argenteuil. The election takes place next Wednesday.

Another operation has been performed on President Garfield to facilitate the discharge of pus. He has improved considerably, but his recovery is doubtful.

The writ for West Peterborough has been received. The nomination takes place on the 25th inst., and polling on the 31st. It is expected Dr. Kincaid will go in by acclamation.

The Toronto and Ottawa railway is located from Peterboro to the Cobourg road landing, and men are at work grading. Tenders are now being asked for the construction of 47 miles, from Madoc to Shannon lake. Mr Bailey, the chief engineer, says the work is being pushed without delay, but that men are hard to get. It will take three years to build the whole line, the length of which is 200 miles from Toronto to Ottawa 50 miles shorter than by the Grand Trunk. The bridges are all to be of iron and stone. The estimated cost is $6,000,000.

It is not creditable to the school board that a meeting was not held last week. The challenge by the chairman for the production of the Plancy letter has been fairly met, and the worthy chairman should now produce his share of the correspondence. That correspondence may amount to little but there is a good deal of public interest in the matter which will be sharpened by postponement. It may be that the chairman and some members of the board think the matter will be forgotten if the board should happen not to meet for another period of four months. Outside schools and the teaching profession generally are awaiting developments. The Lindsay school board would never have gained its unhappy notoriety of late if it had been equal to the task of dealing with these difficulties in a quiet way that would command public confidence.

A Montreal produce dealer while in London lately was surprised to find Russian butter offered for sale in good sized quantities in several wholesale provision stores in that metropolis. He was at first inclined to be somewhat sceptical about this butter being the product of the Russ, but was soon convinced of the fact in more than one quarter. It was handsomely got up in white oak tubs, and very much resembled fine Canadian. "It is stated," adds the Montreal Gazette, "that butter and cheese factories have been started in quite a number of the Russian districts, and that the production of dairy produce upon scientific principles is likely to become a staple industry of that vast empire." This will sharpen Canadian producers to improve the quality of all their butter. There should be but one grade; and all the rest should be consigned to the soap makers.

The Parry Sound North Star understands that the Ontario government contemplates offering the townships in that district not already under license, for sale as timber limits at an early date. "It is generally believed," adds the Star, "that the government own no more unsold limits of any extent or value. This is a great mistake. There are yet some two thousand square miles of unsold government limits in this district along, lying on the upper waters of the Muskokas, the Maganetawan and the French rivers. Every township in the district is now more or less settled, and in order to save the timber from destruction by fire, though clearances are being made in every direction, it is absolutely necessary that the townships should be placed under license. Many of these limits are very fine, and will, no doubt, realize a handsome bonus. No better time for such a sale could be found, and the wisdom of the government in taking advantage of the present boom in timber lands to dispose of such limits as it is necessary for the public interests to sell, cannot be doubted.

The Bobcaygeon Independent says: "The N. P. was to be a great boom to the farmers. They were told that if they voted for the N.P. they would have higher prices for their produce, and they believed what was told them. They are now gradually awakening to the true sense of the position, and are beginning to perceive how they have been deluded and swindled. Take the case of wool. Formerly wool was in active demand at prices varying from 30c. to 40c. These prices ruled through a period of more than twenty years, until about two years since. Then the price dropped to 25c., and even at that price the demand was slack. How about the N.P.? To-day wool is selling at 20c. How do "National Policy" and protective farmers like 20c. for wool, at a time when everything they buy is dearer than it ever was before. This is the time for preserving berries. Sugar is in demand. Let the farmer's wife when she goes to the store for sugar remember that it is the N.P. which has caused sugar to be dearer, just at a time when wool is selling at 20c. "National Policy" and protection means that the farmer has to pay increased taxes in order that merchants and manufacturers may have higher profits. Sugar and wool. The farmer has to sell cheap and buy dear. In September, 1878, the Canadian farmer was fooled. That is quite clear."

## Clippings from the Freeman's Note-books.

[Toronto World.]

Lindsay is a thriving town, and may be called the entrepot of this lake country. The lumber from Bobcaygeon and many other points on the connecting chain of lakes is brought to Lindsay by boat, and thence shipped by railway to Port hope, Toronto, or wherever a market is obtained. The bulk of it, of course, goes abroad.

Boyd's mills at Bobcaygeon are cutting immense quantities of lumber this year. The mills on the Big Bob and the Little Bob rivers, are run to their fullest capacity. The dam built across the Big Bob some twenty-five years ago raised the waters of Sturgeon lake about five feet, and made Sturgeon river navigable up to the town of Lindsay. This was a good thing for Lindsay, though several thousand acres of timbered lands have been drowned out.

Peter X. is one of the party this year, but though absent he is not forgotten. Some of the junior members are curious to know how he came by that name. One thought he was born with it, and another thought that Peter made the sign of the cross for his name. But a veteran member said there was a tradition in the association that Peter's close hold of money had to do with it. In the olden times, before the advent of lager, the men of the press drank stronger and freer than they do now. In those days, as now, treating went round, but it always happened that when it came to Peter's turn he had no change. There nothing less than an X. Peter would say, and so some way christened him Peter X.

## Be Wise and Happy.

If you will stop all your extravagant and wrong notions in doctoring yourself and families with expensive doctors or nauseous cure-alls, that do harm always, and use only nature's simple remedies for all your ailments you will be wise, well and happy, and save great expense. The greatest remedy for life, the great, true and tried, I tell you, is Hop Bitters—See Card.

## THE TWIN SISTERS—THEIR QUEEN—THE TRENT AND OTONABEE WATERS—THE MIDLAND RAILWAY SYSTEM—ON THE GEORGIAN BAY.

The annual excursion of the Canadian Press Association this year was the most pleasant and successful that has been enjoyed for many years. Its only fault was its exceeding brevity. It did not last a week. It should have lasted three—with no papers published in the interim. The reception at Port Hope and Peterboro left very pleasing "impressions" upon the "forms" and minds of the excursionists. The leading citizens the councillors and other representative men joined heartily in shewing the journalists the different points of interest. Their desire to place their respective towns at the best advantage was accomplished, and the courtesy was, no doubt, profitably extended. The pleasure of the visit to Peterboro was heightened by a delightful sail on the "Golden Eye" in the evening, as the guests of the Review and the Examiner. From Peterboro to Lindsay via

THE BACK LAKES,

was pronounced a most charming trip. The "Beaubeagie," with well-filled hampers, was placed at the disposal of the association by Mr. Mossom Boyd, and the sail on the lakes to Bobcaygeon and Sturgeon Point was most enjoyable. The corporation and citizens of Bobcaygeon hospitably entertained the adventurers and sent them on their way rejoicing. The genial reeve's courteous attentions; the profuse hospitalities of Mr. A. Smiff of the Independent; the music; the raspberries and cream which Smiff would call "strawberries," as if he were "a dooks in diggis"; the "Bella Faire" and her gallant company as an escort to the Point, all made up a day that will long be remembered. A few hours in the cool groves at Sturgeon Point, with a well-spread tea at the hotel, and a pleasant sail up to Lindsay on the "Vanderbilt" in the cooling and darkening shadows of the evening brought the memorable day to a close. There was one drawback.

THE EVER-VARYING SCENERY OF THE SCENES,

rivalling Lake George or the Adirondacks, or in some respects Leman and Como, with "Sleepy Hollow" (Cobourg) and Orono in the distance, was not enjoyed in the full plenitude of its powers and charms. Some of those travellers, it is true, satiated with the splendors of the Yosemite, or the beauties of the island in Toronto harbour, or albeit immersed in the missed Globe or Mail, passed by without note or comment the panorama before them. For them in vain the silent crane flapped his sombre wings, and the Mozart-like bullfrog sounded his sonorous trump; for them in vain the statuesque stumps rose up like dryads from the "drowned land"; the pale water-lilies toiled and spun in vain—no word of admiration fell from the callous lips. It was quite too, too utter. The mercury (not he of Guelph) had been ranging at 95 to 100 or more, and consequently "full justice" was not done to the Georgian scenery. Lindsay was reached about nine o'clock, and comfortable beds secured at the Benson House and at the Dunham House. Next morning at eight

THE MIDLAND SPECIAL

started for Waubashene. The trip was made in excellent time, though stoppages were made at Brechin, where Mr. Gardie, the obliging station-master, has a beautiful lot of flowers, on which heavy draughts were made for bouquets and "button-holes" for the party. At Orillia a farewell of hearty cheers and appropriate speeches was accorded Hon. S. C. Wood, who with his boys was on his way to a Muskoka camp. A hasty walk up the streets of this pretty town occupied a few minutes, and then "all aboard" for Waubashene was the word. After dinner at the Dunkin house, the fine saw mill at this place was visited. The merits of the buzz-saw, as a manufacturer of items, was eloquently described by the local reporter of the Review, who narrowly escaped giving an ocular demonstration of the beauties of his favourite ally. His escape was mainly due to the blind kitten with two heads and seven ears, that he carries in his coat pocket, and that opportunely insured her claws. The little steamer "Myrtle" took us by water to Midland, affording a pleasing variety. On the way the steamer sailed up the Wye river, and the party visited

THE 'OLD PORT,"

just south of the railway bridge. This is one of the most interesting historical spots in Canada. It was built by the Jesuits. It was explained that up this river sailed the Iroquois in thousands in their last great war on the Hurons, whom they all but exterminated. The Iroquois reached their destination via the Ottawa and French rivers, and stealing down the Georgian bay, took their unfortunate opponents by surprise. Between Penetang and Orillia there were then over a score of stockaded towns or settlements of Hurons, of whom great numbers had been converted to Christianity by the indefatigable Jesuits. The details are given in Parkman's interesting history of the Jesuits in Canada. The fine harbour of Midland City, and the new elevator of the Midland Railway Co., now nearly completed, with other improvements, were greatly admired, and the bright prospects of the place and the railway for an immense business at once perceived. In the morning early a start was made in the fine steamer "Magnetawan" for Parry Sound. The trip there and back was most delightful, the scenery resembling and in some respects surpassing that of the Thousand Isles. The steamer was placed at the disposal of the association by the Hon. A. M. Dodge, manager of the Georgian Bay Lumber and Transportation Co., and his courtesy was cordially appreciated.

AT PARRY SOUND,

An exceedingly warm reception was extended the excursionists at Parry Sound. Although information of their visit was received only the night previous, suitable preparations were at once made. A committee of the leading citizens received the excursionists on their arrival. The energetic and popular local member, Mr. J. C. Miller, was in the village, and with Mr. W. Beatty, a former member, and one of the celebrated "mine martyrs," Judge McCurdy, and others, gave the visitors a hearty welcome, and entertained them at an excellent dinner served in the town hall. Although rock and lumber appear to be the great national products of the place, there is excellent farming land a short distance back, "land as fine as any in the best part of Ontario," I was informed by a Methodist minister stationed at the place. The vegetables, roots and grains are superior to those raised in Manitoba.

HOMEWARD BOUND.

The pleasure of the return trip was somewhat marred by rather rough weather that produced cerebral agitation and stomachic disturbance among some members of the party. On the way down Mr. Jones of Boston, the great bee man, and Mr. W. F. Clarke, the well-known agricultural editor, who is to edit the "Rural Canadian," got off the steamer for the bee farms which Mr. Jones has established on three islands named respectively Italy, Cyprus and the Holy Land, after the kind of bees he has on them. It is to be hoped Mr. Jones's enthusiastic devotion to this industry may result profitably. The islands in this bay are becoming popular as camping resorts. On one of them was a large party headed by Vice-Chancellor Boyd of Toronto. A more delightful place for breezy recreation could scarcely be obtained. Penetanguishene was reached at a late hour and beds sought in Clarkson's hotel. In the morning, after partaking of the hospitality of the reeve and leading residents, the "Myrtle" was again brought into requisition, and a start made on the homeward trip. It commenced to rain about eight o'clock and kept it up nearly all day as we travelled along. A short stop was made at the Reformatory, and some of the more venturesome braved the terrors in order to inspect the building. They were courteously received by Mr. McCrossen, the efficient superintendent. The new system brought into operation by Mr. McCrossen is well adapted to effect improvement in the moral as well as material condition of the boys committed to his charge, and is a decided advance on the old prison-house method. Midland was reached in time for the through express on which excellent time was made, the party losing detachments at Orillia by the Northern and at Woodville Junction by the Nipissing for Toronto. The pleasure of the trip was greatly enhanced by the courteous attentions of Mr. A. Wood, general traffic agent, and Mr. W. Bruce Ferguson, superintendent of the Midland Railway, who accompanied them throughout, and who were unremitting in their exertions to make the excursion comfortable and pleasant. The association having, like the Ontario government, a handsome sum at its disposal, appointed a committee to purchase a handsome gold-headed cane for Mr. White, as a slight recognition of his courtesy. The trip enabled the members of the press to see for themselves the great advantages of the Midland railway system and to note its marked improvement and its splendid prospects. It not only has a fine local business, but its very large lum ber trade will enormously increase, and the preparations for through grain passenger and other traffic will result in an immense volume pouring over its tracks. The enterprise, shrewdness and ability of Mr. Geo. A. Cox was generally recognised. It was plain to everyone that the road has before it a fine future.

## Communications.

### THE LINDSAY SCHOOL BOARD.

[To the Editor of THE CANADIAN POST.]

SIR,—When gentlemen assume or accept an office of responsibility in th community we naturally expect them to endeavor to perform the duties devolving upon that office, to the satisfaction of the public. If they cannot do so it is only reasonable to suppose that they would resign, and leave the position to others, who might take an interest in looking after those matters. The school board failed to sit on Wednesday evening, the regular night of meeting, for want of a quorum, and the question might be asked, When will they meet? They have had but one meeting during the last five months, and public matters of importance, needing to be discussed and investigated, are neglected. There is nothing of more vital importance than the education of our children and youth, and I think it is high time that the people of Lindsay should awake to the necessity of more strictly attending to this subject.

PRO BONO PUBLICO.

Lindsay, Aug. 5th, 1881.

### THE MARIPOSA REAPING MATCH.

[To the Editor of THE CANADIAN POST.]

SIR,—If you will allow me space I will say a few words in reply to Mr. Hopper's letter of last week, although I scarcely think it necessary, as the public too well know what value to attach to his "blowing." I may just say that his statement regarding the challenge is base falsehood and I defy him to bring one man of the twenty whom he says were present to confirm it. I am prepared to repeat anything I have said regarding the unfairness of the match, both before the judges and all the directors of the society. I am certain that no one who was at the match has the least doubt but that if Mr. Hopper had had another machine on the ground he would have got the three prizes and made a clean sweep of it. I do not wish to ask you for space, nor do I wish to waste any more time in replying to such balderdash. If Mr. Hopper wishes to carry the matter further let him come to Lindsay, where he will be fairly dealt with according to the nature of his case, though perhaps not altogether in accordance with his taste.

W. W. LOGAN.

Lindsay, Aug. 9, 1881.

### STANDARD TIME FOR LINDSAY.

[To the Editor of THE CANADIAN POST.]

SIR, Under the above heading in your last issue I noticed a communication from "Another Citizen" agreeing with me in regard to the importance of standard time being kept in Lindsay, and suggesting the Midland railway time as being the correct time for this town, as it is the fastest. In my opinion it is always better to be ahead of time than behind time in going by any of our local railways. "Another Citizen" is correct in saying that there are five different times kept in Lindsay, which cannot be denied, and any person going to our principal hotels will find that such is the case, as you will find that not two of them are alike. Why is this? I will tell you: because we have no standard time in Lindsay. Why are not the town clock (I mean the clock by which the bell is rung by) and the Bible Christian church clock kept by the Midland railway time, and then we will have the correct time and a standard one at that, and unless this is done we will have no time at all in our town. I am not writing these communications for my own benefit but for the citizens and public at large, as I consider it a public necessity, and one in which I am sure a majority of the citizens of the town will agree with me.

A CITIZEN.

Lindsay, Aug. 11, 1881.

### THE CAMERON SURGICAL CASE.

[To the Editor of THE CANADIAN POST.]

SIR,—If dealing in scurrility, or calling improper names is any proof of ability or superiority, I freely acknowledge that Dr. Bryson has the best of the unseemly strife which he and his lurking abettor wantonly commenced in THE POST. It is well known that in a contest with certain characters the most foul-mouthed and unscrupulous are sure to win, and I readily grant that the writer of the elegant epistle in last week's Post, signed W. G. Bryson, M. D., is in every way my superior in flights or depths of the billingsgate literature to which he is evidently accustomed. By nature, as well as by habit, he has already secured a reputation which, I trust, I shall never be ambitious to emulate. I therefore leave to him the distinguished, but rather unenviable, position which he has so far gained in public estimation, and will merely add that when he, either alone or with the assistance of one of his own calibre, chooses without any just cause or provocation to attack another, either for the unprofessional object of puffing himself, or perhaps of turning attention from his own unpleasantness, he must be better prepared to show that he is right than he has proved during this unpleasant discussion. It is now very evident that he feels sore over the result of his temerity when he has to resort to abuse, at which he is an adept, and it is a plain acknowledgement that his cause is bad; but if he has, by his wanton folly and undignified course, come out second best in his attack on me, he has only himself to blame for throwing the first stone. When attacked I shall always consider it my duty to be prepared to defend to such cases as his, or his confederates, on the shortest notice. If I am a "villain" in his virtuous estimation, because of the correctness of my opinion and a thorough exposure of a cowardly attack, how does he now stand before the public—as a gentleman, or a rowdy; which?

C. L. COULTER, M. D.

Lindsay, August 10th, 1881.

[This must close this correspondence so far as these columns are concerned. ED. POST.]

"There is no better family medicine than Dr. Carson's Stomach and Constipation Bitters. They are taken alike by both old and young. They are agreeable to the system. They should invariably be used instead of those little well-known nauseous purgatives called pills. In large 8 oz. bottles at 50 cents. A. Rigbaldham, special agent for Lindsay. 15-1.

Holloway's Pills—Pure Blood.

When the blood is pure, its circulation perfect, and the nerves in good order, we are well. These Pills possess a marvellous power in securing these great secrets of health by purifying, regulating and strengthening fluids and solids. Holloway's Pills can be confidently recommended to all persons suffering from disordered digestion, or worried by nervous fancies, or nervalgic pains. They correct acidity and heartburn, dispel sick headache, quicken the action of the liver, and act as alteratives and gentle aperients. The weak and delicate may take them without fear. Holloway's Pills are eminently serviceable to females of irritable constitution, as they rise the action of every organ to its natural standard, and universally exercise a calming and exclusive influence. 56-1.

Use "Castorine" Machine Oil.

For all kinds of Machinery, it is also excellent for Harness and Leather, it keeps it water and weather proof—for sale by dealers. 1166-tf.

## PETERBORO AND THE MIDLAND RAILWAY WORKSHOPS.

[The Port Hope News.]

Peterboro is still on the rampage about the Midland railway workshops. Like Jezebel of old, many of its ratepayers look with longing eyes on Naboth's vineyard—nothing but the death of the holders of the coveted possessions will satisfy them. The aptness of the illustration extends further: they are willing to bear any amount of false witness against Port Hope as long as the point which they desire should be advanced. Mr. James Stevenson, who knows better, stated at the meeting referred to:—"Some of the Port Hope people fancied that they owned the road, but all knew how they paid their grants to it. They borrowed the money and the country had to pay it back."

That way of putting it divides the question into two heads—(1) To what extent did Port Hope bonus the railway; and (2) how much have the ratepayers contributed to that end.

The town assisted the Midland railway as follows:—

| | |
|---|---|
| 1855. | |
| Stock in the road, afterwards voluntarily cancelled | $886,000 00 |
| 1857. Bonus towards Peterborough branch | 40,000 00 |
| 1858. Loaned but never returned | 24,333 33 |
| 1868. Paid Smith and Fraser, for money advanced by them, payment having been guaranteed by the town | 25,817 60 |
| 1869. Bonus Lindsay and Beaverton extension | 30,000 00 |
| | $986,150 93 |

Port Hope borrowed from the Municipal Loan Fund to assist the road, and to enlarge the harbor to meet the requirements of the railway, $860,000, upon which the government has received and will receive from the town.

| | |
|---|---|
| Interest paid from 1854 to 1858 | $ 97,077 18 |
| Paid per Galt Act 1859 to 1881 | 140,882 82 |
| Instalments still due, 1882 to 1889 | 114,078 63 |
| To the government | $334,038 63 |

Then the following sums in cash to the railway.

| | |
|---|---|
| 1857. Bonus towards Peterborough branch | 40,000 00 |
| 1858. Loaned but never returned | 24,333 33 |
| 1868. Paid Smith and Fraser for money advanced by them, payment having been guaranteed by the town | 25,817 60 |
| 1869. Bonus Lindsay and Beaverton extension | 30,000 00 |
| Total from pockets of ratepayers | $454,189 56 |

When such facts stare one in the face, it is difficult to imagine how any person can be so utterly destitute of honor as to say that Port Hope has not paid anything to the Midland railway. Supposing, for the sake of argument, that Port Hope had never returned a cent of the borrowed money to the government, the Midland railway would not be under any less obligation to Port Hope for the town having made a common thief of itself, by borrowing the money and giving it to the railway. But it is shown, on unquestionable evidence, that $454,189 *hard cash*, coming from the pockets of the Port Hope ratepayers, stands to their credit on the books of the Midland railway.

Peterboro, on the other hand, loaned $120,000 to the Midland, at 6 per cent. interest, and took a mortgage on the whole railway property as security, borrowing from the Municipal Loan Fund. The railway has to pay Peterboro $4,728 annually, until the indebtedness is wiped out, while Peterboro has to pay the government $3,681.25 for the same period; by which process Peterboro is a gainer of $1,126.75 annually, for its liberal investment in loaning the Midland railway borrowed money.

If the six per cent. interest rule had been applied to what the ratepayers of Port Hope have contributed (not at compound interest either), as was done with the Peterboro loan, Port Hope would be credited on the railway books with $362,838 interest alone, which with the principal coming from the pockets of the ratepayers, $454,189, makes a total of $817,027, which the railway is morally indebted to Port Hope.

These facts will not only weigh with the management of the railway, but with the bond-holders as well. Before Peterboro can advance equal claims with Port Hope to favors from the railway, it will have to hand $800,000 over to the directors of the road. From a business point of view, Peterboro cannot compare with Port Hope for the situation of the workshops. If Peterboro has $50,000 to spend in railway enterprises, the ratepayers who covet the Midland railway shops, should learn to be honest before they are generous, by advocating the payment of the bonus to the Grand Junction, instead of trying to repudiate it by litigation.

### A Peterborough Reply to Port Hope

[Daily Review, Aug. 10.]

Not having, like the News, access to the official records of the town of Port Hope, we must be content in dealing with the News's figures with such data as that which we have at command, namely: the reports presented to the Ontario legislature during the sessions of 1871-2 and 1873, with reference to the municial loan fund. From these we learn that of the $880,150.93, which the News sets forth as having been given to the Midland by Port Hope, no less than $730,150.00 was borrowed from the M. L. F., and $30,000 was contributed by the harbor, leaving but $40,000.93 as the direct contribution of Port Hope from purely local sources. Let us refer to the first two of these items in detail. Port Hope, as the News says, borrowed in all $860,000 from the municipal loan fund, of which $129,850, the reader will bear in mind, went into the harbour. Upon the whole of this sum (not the railway debt alone), the town paid, as the News says, from 1854 to 1858, $79,077.18, or, as we make it out, $79,180.92. Then, under the Galt act, from 1858 to 1873 (not 1881) Port Hope paid $61,357.10, or $61,253.36, according to which of the first named payments we accept as correct. We have said Port Hope paid these sums, but the papers before us show that in 1868-69 and 70, Port Hope's dues to the M. L. F. under the Galt act of $6,125.23 per annum was paid, not by the ratepayers of Port Hope, but by the shippers of the whole district tributary to the Midland railway (Peterborough in common with the rest) through its harbor—an institution with regard to which we will have something to say before we have done. Although we have good reason to believe that the harbour paid far more than the sums we have named, yet as we have no direct authority for claiming more, we shall content ourselves with reducing Port Hope's actual payments under the Galt act by these payments $18,376 to (say) $43,000.

In 1873, as most of our readers are aware, although the News seems to be ignorant of it, Mr. Mowat passed an act relating to the M. L. F., whereby the liability of the municipality to the province was reduced. Port Hope's then debt of well on to $2,000,000 for principal and interest being commuted at $150,482. We observe that the News tries to mix matters by bringing the account down to 1881, but as 1873 was the time when a new start was made, we believe it will be more convenient to strike a balance in 1873 than in 1881, and quite as just, as nothing has occurred since that time to alter the relative positions of the two towns. From our standpoint for the reasons given, Port Hope's repayment on account of its borrowings from the municipal loan fund have therefore (at most) been:—

| | |
|---|---|
| From 1854 to 1858 | $79,180 92 |
| Under the Galt act to 1873 | 43,000 00 |
| Total | $122,180 92 |

But, $129,850 of its M. L. F. borrowings went into the harbour, which we shall take occasion to show, has been so profitable as to justify us in charging it with six per cent. interest, on this sum, which, for say 18 years, without any compound interest, makes another $140,238, or within a few dollars of the gross amount paid the government during the same period by Port Hope, and making the total sum which has gone into a paying harbour $270,000, or nearly $130,000 more than the nett sum repaid by Port Hope to the government up to the settlement made in 1873, and leaving still due by the harbour, a sum *nearly equal to the principal sum at which its entire debt to the province was then compounded!*

Having said so much about the harbour, it is unfortunate that we have not access to its books from the time it was purchased until the present time, as we would then be in a position to go into this aspect of the question fully and without any suppositions. Still we are fortunate in having before us an official statement with regard to its doings during the years 1868-69-70-71, as presented to the government by the Harbour commissioners and council of Port Hope, in November, 1872, and from this document we learn that during these four years the Commissioners paid the government the $18,376 we have mentioned on account of the M. L. F.; paid the Weir estate on account of its purchase, $31,869.37; paid the two year's interest which accrued on the $30,000 debentures, last given to the Midland railway, $5,060; paid for an engine house $1,500; spent $40,750 ($10,000 per annum) on the harbor, and carried forward to 1872 the sum of $1,700.22.

Now, that is what the harbour did for Port Hope during the years named, and with this record before us, are we not justified in taking the position that in its harbour Port Hope had in 1873, and has to-day a property which is equivalent to, and practically relieves its ratepayers from the payment of a single cent on account of its municipal loan fund indebtedness? At any rate, we shall continue to hold this opinion until we have been afforded an opportunity of examining the harbour records for ourselves. We think we have now pretty effectually disposed of the item of $944,038 which the News sets down as paid and to pay to the government on account of the railway. With regard to the $60,000 given to the Beaverton extension, we have also shown that it is the harbour, not the ratepayers of Port Hope which contributes it and the first that that $60,000 brought in its train the extension to the Georgian Bay and a trade to the harbour which increased the tolls of last month as compared with the corresponding month of the preceding year by some $1,400 proves the remunerative character of the investment and removes it entirely from the category of a gift. This then leaves to the credit of Port Hope as the only way a gift to the Midland railway the sum of $40,000.93, and that is all that by any legerdemain of figures can be placed to its credit—unless it can show that we are entirely mistaken with regard to its harbour. But even suppose we are. The total amount of its M. L. F. debt up to the time of settlement in 1873 was $140,494.38, and the harbour should certainly be charged with its proportion which would bring Port Hope's total payments to the government up to 1873 down to $130,000 for the railway, or without the harbour debentures to $160,000 in all. So much for Port Hope's contribution. We shall deal with Peterborough's position in a future issue.

## COMMERCIAL NEWS.

OFFICE OF THE CANADIAN POST, LINDSAY, Aug. 11th, 1881.

### Business and Produce.

The threshing machine will soon be on its rounds and it has already been heard in the land. It will have heavy work this fall. The harvest in this section is one of the finest, taking it all round, that ever blessed the farmer. The question now is the prospect of prices. We note that a carload of new Clawson—a fine sample—sold on the Toronto 'change at $1.20. This is 20c. higher than was paid for the first sample last year. Below we give some further extracts concerning crop prospects:

Despatches from Indiana say the wheat and corn prospects are decidedly discouraging. The ground was never so devoid of moisture, notwithstanding the light showers of Saturday, and all vegetation is being fairly consumed as by fire. Advices from all sections of the state say that corn will not be over a one-fourth crop. Late potatoes are a total failure and in many places the local demand will not be supplied. In many sections no attempt will be made to gather either corn or potatoes. The situation is altogether an alarming one.

The American minister at St. Petersburg writes to the department at Washington that the Russian wheat crop is likely to be one of the largest ever raised in the empire, and that the export promises to be much greater than usual. It is stated that in the districts tributary to Odessa the yield is likely to be so large that the farmers think they could dispense with a harvest for four years to come. Advices from Toganrog and the Caucasus show promise of a crop equal to that of 1879, one of the largest ever known in Russia, and advices from Moscow affirm that the harvest in southern Russia will be the largest for twenty years. The harvest in central Russia while not so enormous will yield a splendid crop of excellent quality. From Moscow, which is the great commercial centre of Russia, it is reported that all branches of industry are beginning to revive and flourish after long years of depression solely on account of the prospects of an abundant harvest. It will not be without practical political influence also, for much of the discontent in the interior has resulted from hard times and short crops.

The Mark Lane Express of Monday in its review of the British grain trade for the past week says: The weather during the week has enabled the farmers, where machinery was available, to thresh in the fields. There have been a few samples of the new crop at the provincial exchanges, of which the quality has been variable and the yield not above the average. The samples, however, do not afford an index as to harvest results. The Scotch wheat crop is unfavorably reported. Trade has been uncertain on account of harvesting. In a few of the provincial exchanges rates have advanced since the holidays on account of the scarcity of grain, buyers being reserved and operating meagerly. In London the supply has been nominal and quotations unchanged. The foreign trade has been unchanged. The supply was moderately scarce and the demand small. Buyers were reticent and rates were generally against them. Attempts to enhance provincial values merely checked business. Flour has been in small supply and dearer and the trade has been generally quiet, the supplies being absorbed by the consumptive demand. Maize improved three pence to six pence on Friday. The basis of the speculative movement, which exerted a bull of influence on the maize trade, is the short loss of fodder crops. Barley has been nominal. Foreign was in small supply and firm. Oats were in good request. Foreign was in large supply but with fair demand and maintained rates. Off the coast sixteen cargoes of breadstuffs arrived during the week, of which thirteen have been sold, eleven from the Atlantic and two from the Californian ports. The forward trade has been almost suspended because of forward trade being higher than here. The quantity on passage decreased. The sales of English wheat during the week was 12,743 qrs. at 46s. 6d. August; 15,144 qrs. at 43s. 9d. corresponding week last year.

The accounts of the French harvest are less favorable. It now appears that the yield will be less than last year and scarcely equal to an average crop. There would have to be a large acreage to meet the demand for home consumption. The supply will probably be obtained from Russia. In view of the coming exports of wheat the bank of St. Petersburg has been reducing its stock of gold, and it is reported has sold forty million francs worth in a fortnight. Three-fourths of this has reached Paris and has been purchased for export to America in September.

### The Montreal Horse Market.

The shipments of horses from Montreal to the United States for the week ending August 6th were 121 head costing $11,364.50 against 101 head costing $9,945.21 for the week previous. The average price paid by American buyers last week was $93.90c. against $98.52 for the week previous. A few buyers were on the market on Monday, but the supply was limited and very little business was done. Sales were reported to-day of a pair of bays, 5 and 6 years old, 15 hands 3 inches, 2,100 lbs weight, for $375; a small bay horse, 900 lbs weight, 7 years old, $125.

### Montreal Live Stock Market.

There were eight or nine carloads of shipping cattle offered on the market on Monday, but up to noon only two carloads were sold. One of these loads was bought by S. Price at 5c. per lb., the other load was bought by E. H. Morgan at $54.75 per head, or about 4½c per lb. Although ex-Ald. McShane was looking around the market, yet he did not make any purchases in the forenoon. Butchers' cattle were also plentiful, but there appeared to be an active demand for the best stock, which sold at from 4c. to 5c. per lb. A load of common cattle from near Ottawa was sold for $28 per head and another load from the eastern townships for $27 per head, or 3c. to 3½c. per lb. Several small yearl