T. S. Porter.

SEE

PORTER'S

HANDSOME STOCK

Christmas Goods!

Lindsay, Dec. 15th 1881

Banking and Exchange.

SCANTH, COCHRAN & CO.,

BROKERS,

MEMBERS OF TORONTO STOCK EXCHANGE

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21 and 23 Toronto-st., Toronto.

W. D. SCANTH. D. COCHRAN

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Broker and Insurance Agent.

6 $100,000 TO LOAN

SIX PER CENT

ONTARIO BANK.

Capital $2,000,000.

SUNDAY BRANCH

SAVINGS DEPARTMENT

RE-OPENED

S. A. McMURTRY, Manager

DOMINION BANK.

LINDSAY

SOUTH VICTORIA

A SPECIAL MEETING OF THE

REFORMERS OF SOUTH VICTORIA,

OPERA HOUSE, LINDSAY, ON

Wednesday, Jan. 4th, 1882,

God Save the Queen.

ADVERTISEMENTS THIS WEEK

Canada Post.

LINDSAY, FRIDAY, DEC 16 1881

SOUTH VICTORIA REFORM MEETING

MIDLAND RAILWAY AMALGAMATION.

SPECIAL MEETING AT PORT HOPE—PRESIDENT GEORGE A. COX EXPLAINS THE SITUATION—THE AMALGAMATION SCHEME UNANIMOUSLY ENDORSED.

The special general meeting of the bond and shareholders of the Midland railway to consider the agreement that had been entered into for the amalgamation of the Midland with the various other railways, the names of which have already been published, was held at the head office of the Midland railway at Port Hope on Monday last. Among those present were the following: Mr. George A. Cox, President; Messrs. R. Jaffray, W. Gooderham, H. P. Dwight of Toronto; J. R. Dundas of Lindsay; W. Clayton of Peterboro; Louis Ross, E. Vindett, A. Hugel and Col. Williams of Port Hope. The notice calling the meeting was read.

EXPLANATIONS BY THE PRESIDENT.

Mr. George A. Cox, the president, said: The notice which has just been read by the secretary and the consolidation scheme agreed upon, which has been laid upon the table, are sufficient to show the extent and importance of the business that we have met here to transact. As the interests of the proprietors of the Midland and other railways are so largely involved, and as our actions to-day cannot fail to affect to a considerable extent the welfare of the communities served by the various railways interested, I will endeavor to place before you the nature and objects of the negotiations which your directors have been endeavoring to bring about during the past few months, and which we have now the pleasure of submitting for your approval. In order to make myself understood by the large number of our proprietors who do not reside in this country and with whom we have not the good fortune to meet to-day, I will briefly refer to the various railways as they now stand, and to the extensions and links proposed in order to complete the system and place it in a condition to work with the greatest economy, combined with efficiency, and will endeavor to show what we expect will be the earning power and advantages to be gained by such consolidation, both to the public and to the proprietors of the various companies. The agreement itself, which is in the hands of or accessible to all interested parties, will show the financial basis under which it is proposed to admit the different companies into the contemplated consolidation. You will find on the table before you a small map indicating, perhaps somewhat roughly, the general outlines of the Midland railway as it will be if our proposals are accepted by you to-day, and you will notice that the different lines which it is now proposed to consolidate are so located as to more or less interfere injuriously the one with the other, whilst under separate management and that some of them are so small as to make the burden of separate management unprofitable, whilst a want of unity has been a serious drawback to an efficient train service and car supply of the lines as they now stand. The Midland railway has a mileage of 142 miles, and I am very much pleased to be able to inform you at this stage that its earning power is increasing in a very rapid ratio, and that our most sanguine estimate of the earnings for the year 1881, in spite of one or two serious draw backs, is now almost certain to be realized, which means that we shall have a gross revenue of over $300,000, and a net revenue quite sufficient to pay all our interest obligations of every description. The Toronto and Nipissing railway runs from Toronto to Cobourg on the main line, and the branch under lease from Scotsville to Jackson Point, on Lake Simcoe, making a total mileage for that railway of 115 miles, and during the past few years it has averaged a gross earning power of about $700,000 per annum. The Whitby, Port Perry and Lindsay railway runs from Lindsay to Whitby, a distance of 15 miles, and its earnings under the pool with our company are over 400 per cent for 1880 and will be about $100,000 for 1881. The Victoria railway runs from Lindsay to Halibert on a distance of 46 miles, and its gross earnings since its extension to Haliburton have been between $7,000 and $15,000 per annum. The Grand Junction railway runs from Belleville to Peterboro, a distance of 46 miles, with a branch from North Hastings Junction to Eldorado of 34 miles. It has not yet been fully in operation for one year, but we probably make a gross earning of about $11,000 between the 1st of June, 1881, and the 31st of May, 1882. This gives a total completed mileage of 431 miles, on which we find a gross earning of $875,000 per annum. An effort is being made to complete the system by its proposed junction with the construction of the Toronto & Ottawa railway from Madoc to Ottawa, and there to connect with existing lines to the westward, and also to make a connecting link between Peterboro and Omemee and between Manilla and Wick. The Toronto & Ottawa is already under construction, and a large number of men are employed on it at the present date. The line runs through a section of country which will undoubtedly give a large number of local passengers and a fair local freight business, and in fact from points on the Toronto and Ottawa, Grand Junction and Midland railways to points on the Midland, north of Toronto and Nipissing and Victoria divisions, including the city of Toronto. The same remark also applies to the link required between Manilla and Wick, and the business interchanged with Toronto and intermediate places on the Midland, South Whitby, Grand Junction and Toronto and Ottawa divisions. The links will be filled and rolling stock purchased, and when completed will reduce the distance between Ottawa and Toronto to 88 miles, where as at present it is about 200 miles, and the saving of 30 miles will be received on the whole of the traffic passing between the principal points on the line. The proposed Omemee and Sarnia St. Marie line starts from Kirkfield to Ulver on the Victoria, and will serve, with Midland important connections, not only a largely increased earning power, I have given you a map showing the route in the vicinity of Lake Huron, and the Midland railway should be made by consolidation and the Port Hope, Lindsay and Beaverton railway approved, the new Toronto and Georgian Bay railway, which is a project for bringing the Georgian Bay and Lake Ontario into closer relation and providing the necessary outlet for a large portion of the new and rich district of country between the Georgian Bay and Lake Huron, and in keeping with the largely increased traffic that it will be sure to bring. The Toronto, Grey and Bruce railway, or rather the extension of the Midland railway to Ottawa, you will see, is the most important connection, and your directors are satisfied that the connections will become self-supporting from the time of their completion, and that the extension of the Ottawa and makes its eastern connections, or at least for a portion of the year, by the shortest route, and the most direct route to the North-west would be opened and the whole Midland district would be brought in direct connection with the North-west, and the traffic that would be secured by the Midland railway through the steamers referred to would greatly augment the receipts of the various lines brought under one management by the amalgamation scheme they were now asked to vote on. The scheme had been favorably received by the press, thus affording evidence of the favor with which it was received in the various districts now served by the amalgamating lines. One of the most promising indications, however, was the favor with which the scheme had been received by the proprietors of the Midland railway. The manner in which they had responded it was shown conclusively by the amount of proxies lying on the table in favor of its ratification. The amalgamation proposed would be most advantageous to Toronto. Toronto would benefit very largely under the new management. It would secure a new connection with a new district, gaining a great trade thereby. He believed they would all have abundant reason to be proud of the undertaking they were about consummating.

A MOST IMPORTANT CHANGE.

Mr. A. Hugel, ex-president of the Midland railway, said that the move proposed was a most important change for the present Midland railway. The scheme commended itself in the highest degree to every one interested in the railway system of the province. The amalgamation was one of the most thorough and would be one of the most satisfactory that had ever taken place. The securing of a connection with Toronto would prove exceedingly beneficial. He thought that the amalgamation would benefit Port Hope particularly. The preference of all local claims would be done away with under the new system and the most direct geographical route would be adopted. The natural facilities of Port Hope would come to the fore as they never had done. The proposition of the scheme and its successful carrying to the present stage manifested the talent of those interested. He closed by congratulating the board on the success that had attended the negotiations.

ONE OF THE HEAVIEST CARRIERS OF THE TRADE OF THE NORTH-WEST.

Mr. Gooderham said that the more the public learned of the scheme the better they would be pleased with it. The public would be better served in every particular than formerly. They were forced to believe that the Midland railway would be one of the heaviest carriers of the trade of the Northwest. He would do his best to secure the success of the scheme in every particular.

THE TORONTO AND OTTAWA.

Mr. Clinton said that as one of the early supporters of the Toronto and Ottawa railway he regarded with a good deal of satisfaction the proposed amalgamation. It would prove a benefit not only to the railways interested but to the country at large. The country could not do without the Toronto and Ottawa road, and he was glad to hear that all the necessary arrangements had been made to secure the immediate completion of the line. The board would not only have his good will in the new undertaking but could depend on his efforts to aid in securing success to the amalgamation.

THE AMALGAMATION CONFIRMED.

The resolution confirming the amalgamation was then adopted, as also the authorizing of the president and board to secure all necessary power from the local legislature to sanction the agreement between the various companies.

THANKS.

The president then thanked those present for their attendance. He was pleased with the hearty response they had met with from the London directors. The deep interest they had taken in the consolidation was evidenced by the large number of proxies that had been sent out by the English proprietors.

The meeting then adjourned at the call of the president.

VICTORIA COUNTY COUNCIL.

December Session.

The December session of the Victoria county council opened in the council chamber Tuesday afternoon. The councillors spent a pleasant hour or two in the smoking-room in exchanging congratulations and in discussing county affairs in general and "January prospects" in particular. At last the worthy warden donned his robes of office, the genial clerk called in the members and read the minutes of the last session, which were duly confirmed. There was a fair attendance of members.

THE WARDEN'S ADDRESS.

The Warden read the following "speech from the throne:"

To the Municipal Council of the County of Victoria:

GENTLEMEN, On account of the important undertakings entered into by the council the year in the erection of bridges, and the numerous grants made for the repairs of roads and bridges in all parts of the county, it seems to me very desirable that the present council should have an opportunity of considering how the trusts imposed upon the various committees and commissioners have been carried out and as far as possible to close up the business of the year. For these reasons more especially I have called you together at this time.

In accordance with the instructions given to the Kinmount bridge committee at the June session they proceeded as soon as practicable to advertise for tenders for the erection of a bridge according to plans prepared by Mr. W. Duffus, acting county engineer. A contract was on ered into with Mr Henry Walters for the sum of $2,400. I am pleased to be able to state that the work has been completed by the contractor in a most satisfactory manner. With reference to the liability of the county of Peterborough I am informed by the county solicitor that the requisite proceedings have been taken to obtain a decision upon it by the judges in Toronto during their session of last January. A report from the county solicitor and all the other papers in my possession will be placed before you.

With reference to the Fenelon Falls bridge I regret to state that although the contract provided for the completion of the structure on the 1st October it has not yet been erected. I am informed, however, that part of the material is now on the ground and that the work is proceeding. The balance of the work will be completed in the course of a few weeks at the furthest. Correspondence relating to the delay with the land before you.

The treasurer informs me that one of the companies in which the county buildings are insured has been suspended by the gazette process within the last month. After consulting the county solicitor he decided to cancel the policy and insure in another company in order that the interest of the county might be fully protected.

The first debentures issued by this county fell due on the 9th inst. Out of the whole $30,000 two maturing bonds amounting to $10,500 have been presented and promptly paid by your treasurer out of the sinking funds which have been accumulated for that purpose.

A number of communications relating to other matters will be submitted for your consideration.

The increased prosperity which our county shares very largely with the rest of the province is a subject for congratulation and sincere gratitude.

In conclusion I beg to express to you my sincere regard for the courtesy and consideration which you have extended to me in the discharge of my duties during the year. I am, gentlemen, your obedient servant.

WILLIAM PACKINSON, warden.

Council Chamber,
Lindsay, Dec. 14, 1881.

On motion of Col. Deacon, seconded by Mr. Dumont, Messrs. Louis L. Green, Spring and Lawrence were appointed a committee to consider the warden's address.

THE FIRES IN MUSKOKA.

Mr. J. W. Dill referred to the calamity which had occurred in Muskoka last summer in the fires that had swept through the country and which had caused great loss and occasioned many cases of pitiful distress. The receipts of the municipalities had appealed to the province but the response so far had not amounted to more than five hundred dollars. He would now read the petition and on its reference to the finance committee would allude at further length to the matter.

The petition stated that during the months of August and September last the district of Muskoka was visited by very extensive and disastrous bush fires entailing a large amount of suffering upon the residents of the district, many of whom had not only all their crops, fences, stock, barns and dwellings, but all their furniture and clothing. Temporary assistance has been rendered to some of the more unfortunate people by other residents of this district, but as this is a new section of country, the winter just coming on and the people comparatively poor, it has been deemed advisable by the municipal corporations of the several townships to apply to the more wealthy and populous sections of the province to render such aid as is not in the power of the people of this district to grant and the undersigned were at a meeting of the reeves of the several municipalities of the district appointed a committee for that purpose. That the loss by such fires in this district exclusive of timber, meadows, etc., so far as we are able to ascertain after careful enquiry, is at least $30,000. We therefore respectfully request your council to render the sufferers in this district such relief as we may think fit. The petition was signed by J. W. Dill, reeve of Bracebridge; A. Barron, reeve of Macaulay; and A. H. Smith, reeve of Monck.

The petition was on motion of Mr. Dill, seconded by Mr. Spring, referred to the finance committee.

COMMUNICATIONS.

Mr. McNeillie, sessional clerk, read communications, of which we give a synopsis:

A resolution passed in the Omemee village council requesting the county council to memorialize the government for the improvement of the Pigeon river.

From the clerk of the county of Kent, enclosing a copy of a petition to the local legislature, asking an amendment to the act respecting the dog tax in the direction of greater stringency.

From Col. Otter, secretary Ontario Rifle Association, thanking the county council for its donation.

An official memorandum from George Stephen, President Canadian Pacific Railway Co., regarding the position and prospects of that railway and of its bonds.

Papers and correspondence respecting the Kinmount bridge and the Fenelon Falls bridge.

PIGEON RIVER.

On motion of Col. Deacon, seconded by Mr. Dumont, a committee composed of Dr. Norris and Messrs. Miller and Junkin was appointed to draft a memorial to the government in the matter of the navigation of Pigeon river.

The council then adjourned until Wednesday.

WEDNESDAY'S PROCEEDINGS.

The council resumed at 2 p.m. Wednesday. The minutes of previous sessions were read and confirmed.

RAILWAY AMALGAMATION.

Mr. Hearne referred to the proposed combination of all the railways through the country with the Midland, and pointed out that these railways had been built by municipal and government aid under certain conditions and restrictions and it was our duty now to see that these restrictions and conditions were not relaxed in the new charter to be sought by the railway company. He had no doubt their local members would display a certain amount of vigilance in looking after this matter, but still it was for the people to take action and so strengthen their representatives' hands. He concluded by moving, seconded by Mr. Smithson, that Col. Deacon, Dr. Norris, Messrs. Howson, Brown, Hoyle and Adam and the mover and seconder be a special committee to consider and report on the legislation necessary and expedient in the public interest at the next sitting of the Ontario legislature in consequence of the proposed amalgamation of the various railways in this part of the province.

Your committee having carefully considered the warden's address, beg to acknowledge their appreciation of the clear and comprehensive manner in which he has laid before the council the business of this important session.

Your committee have to express their satisfaction as to the manner in which the business requiring attention between sessions has been conducted by the warden, the several committees and the county officials.

Your committee have confidence that all business of the session will be carefully dealt with by the respective standing committees.

Your committee have pleasure in joining with the warden in expressions of gratitude to a beneficent N. P. for the prosperity which the people of this county and the province at large are now enjoying.

CONTINGENCIES.

Col. Deacon presented a report of the proceedings of the committee on contingencies, which was laid on the table.

SCHOOL INSPECTOR'S REPORT.

Mr H. Reazin presented a report on the schools in the western division, which was referred to the committee on education.

KINMOUNT BRIDGE.

Mr Hudspeth, county solicitor, was on motion heard regarding the Kinmount bridge difficulty with Peterboro county. It seems that Peterboro contends that the Burnt river is wholly within the county of Victoria and that consequently Peterboro has no liability for the bridge. The county solicitor of Peterboro, Mr. J. F. Dennistoun, had stated that they would apply for a rule nisi to quash the by-law appointing an arbitrator in the matter as the bridge was wholly in the county of Victoria. The warden and himself had disputed that point and Mr. Dickson, P.L.S., had made a survey which clearly showed that the river crossed the boundary. Mr. Hudspeth read Mr. Dickson's survey and affidavit and also an affidavit from Mr. John Fell and Mr McArthur verifying and supporting Mr. Dickson's report. Mr Hudspeth stated that the Peterboro people were delaying the matter apparently, and quoted the act to show that the council could call upon the lieutenant-governor-in-council to appoint an arbitrator for Peterboro if Peterboro did not take out a rule nisi.

The council then rose with the understanding that the lieutenant-governor should be requested to appoint an arbitrator in the matter.

COMMERCIAL NEWS.

OFFICE OF THE CANADIAN POST,
LINDSAY, Dec. 16, 1881.

Business and Produce.

The local markets are quiet and without change. We are unable to print the reports by telegraph this week, owing to the press pure on our columns, but as there are no changes it will not make much difference. The larger markets are also quiet.

J. Britton.

THERE IS NO PLACE LIKE

BRITTON'S

TO BUY YOUR

XMAS GOODS.

We have the best assortment of Jewellery to be seen in town.

Our Prices are the Lowest *and the quality of our goods is Guaranteed.*

Gold and Silver Watches *of the very best kinds. The most artistic styles.*

Silver Plated Table Ware a Specialty. *Cups, Mugs, Napkin Rings, Card Baskets, etc., suitable for presents.*

JUST COME AND SEE.

We can **Engrave** *your* **Presentation Plate or Jewellery** *in any style desired.*

BRITTON.

Foot of Kent-st., next door to Post Printing Office.
Lindsay, Dec 8th, 1881.

Edmund Gregory.

CHRISTMAS IS COMING.

HOLIDAY GOODS

EDMUND GREGORY

OFFERS A SMALL BUT CHOICE LOT OF

Toilet Sets,
Odor Cases
Cut Glass Bottles,
Vases,
Perfumes,
Smelling Bottles,
Bronze Lamps,
&c., &c., &c.

SUITABLE FOR PRESENTS.

Corner Kent and William-sts. Lindsay.
Lindsay, Dec. 8, 1881.

New Advertisements.

STRAY LAMBS.—Came into the premises of the undersigned in September last a RAM LAMB and a EWE LAMB. Owner can have the same by proving property and paying expenses. WM. STEWART, lot 15, con. A, Manvers, Victoria. Dec 9 1881 -63-3d

STRAY PIG.—Came into the premises of the undersigned about the first week in November last A BERKSHIRE SOW SPRING PIG. The owner can have the same by proving property and paying expenses. W. REED, Lot 26 con 7 Ops. Dec 12 1881 -63-3d.

DIXON & NEVILLE, Barristers, Solicitors, Notaries Public, Conveyancers, etc., Kent-st., Lindsay. Mr Dixon may be consulted at Kinmount on Tuesday and Friday of each week.

J. R. DIXON, B.A. R. S. NEVILLE
Lindsay, Dec. 15th 1881 -63-tf

STRAYED on the premises of the undersigned about the 15th of November ONE OAK OLD STEER. The owner can have the same by proving property, paying expenses and taking it away. JOHN W. TAYLOR, Victoria Road P. O., lot 3, West Bay, Bexley township. -63-3d

FOR SALE. TWO FIRST CLASS STORES north side Kent-st., 2-storeys high, white brick, at present occupied by Mr. John Kennedy and Mr Wm. Whyte. Premises are supplied with offices. Will sell either separate or in block. Apply to RICHARD WILSON, Lindsay. Dec 8, 1881 -61-tf.

$10 REWARD.—Stolen from the Queen's Hotel, Lindsay, on Saturday afternoon, December 3rd last, a SILVER DOUBLE CASED LEVER WATCH, bearing the name "George Miller, St. Boswells." The above reward will be paid for information that will secure the recovery of the watch and the conviction of the thief. Word may be left at the Queen's Hotel, Lindsay. ROBT. GRIEVE, Lindsay. December 13th, 1881. -63-4pd.

STRAYED—From the premises of ANGUS MACDONALD, lot 18, concession 4, Mariposa, about the middle of July last, TWO REGISTERS, both with right ear split, about one year old. Any information as to the whereabouts of the cattle will be suitably rewarded. Also, came on the same premises, during October last, a SPOTTED SPRING CALF. The owner is requested to claim the animal and pay expenses. ANGUS MACDONALD, Grass Hill P. O., Grass Hill, Dec. 10th, 1881. -63-4pd.

FARM FOR SALE.—To be sold at Public Auction at the Junction Hotel on Wednesday, the 25th day of January, 1882. This valuable farm is the west half of lot 26, Con. 3, Eldon. The farm is close to the junction of now the amalgamated Railways. The soil is good clay loam. There are good buildings and orchard on the premises. Title clear. Possession the first day of March, 1882. Terms made known on day of sale. For further particulars apply to D. McINTYRE, Lorneville, or Wm CAMERON, Woodville.
Woodville, Dec. 14th, 1881, -63-4.

HOLMAN'S PAD.

TRADE MARK

Toronto, 19th February, 1881.

HOLMAN LIVER PAD Co.;

GENTLEMEN,—I have much pleasure in testifying to the extreme efficacy of your remedy for Dyspepsia. My mother, Mrs. W. A. Murray, No. 146 Wellington-st., had been a martyr to the sufferings induced by this malady for upwards of six years, obtaining but short temporary relief from the usual remedies she had recourse to in these cases. After considerable persuasion she consented to wear one of your Liver Pads, and, notwithstanding her want of faith in it, she experienced considerable relief in the course of a few weeks. Since then she has used a second one, and now claims for your Pads the entire cause of having brought about a cure beyond expectation, for which not only does she feel deeply indebted to you, but I myself must congratulate and thank you for a cure I could not at the most have hoped for.

Yours, most respectfully,
C. STUART MURRAY, M.D., L.R.C.P., &c.

GARAMOQUE, ONT., Nov. 6, 1877.

HOLMAN LIVER PAD Co.;

DEAR SIRS,—After wearing the Pad for two weeks I feel like another man. It is now four weeks since I put it on, and I am now enjoying good health. I shall with pleasure recommend Holman's Pad to all parties suffering from Liver complaints, etc. Yours respectfully,

Agent, Wm. Jy, collector, St. Mary's

Moncrieff, P

Jay & Co.

ATTEND THE GREAT CLEARING SALE

AT

RAY & CO'S

Unusual Bargains!

IN

Silks, Velvets and Dress Goods

Unusual Bargains!

IN

Mantles and Millinery and Millinery Materials

Unusual Bargains!

IN

Gloves, Hosiery, Corsets and Furnishing Goods Generally

Unusual Bargains!

IN

All Lines of Staple and Housefurnishing Goods.

Some Extraordinary Value in Fancy Goods,
Tweeds, Flannels, Blankets and Yarns at
MANUFACTURER'S PRICES.

We mean business—Bring your Cash

RAY & Co.,
HAMILTON'S BLOCK KENT-ST LINDSAY

G. W. Beall.

GEORGE BEALL,

DEALER IN

WATCHES

Jewellery and Diamonds.

Elegant Goods for Christmas Presents.

Ladies' Gold Watches.....$35 to $100
Gents' " " ..... 50 to 175
Gold Gem Rings..... 2 to 90

and a large stock of

LADIES' GOLD JEWELLERY,

BROOCHES, EAR-RINGS, Bracelets, LOCKETS AND CHAINS,

All new, of the best manufacture, and WARRANTED GOOD.

G. W. BEALL.

ALSO, WEDDING RINGS AND MARRIAGE LICENSES

Lindsay, Dec. 8th, 1881.

Public Notices.

THE Lindsay Wooden-Ware Mf'g. Co.,

(LIMITED.)

CAPITAL, - $35,000.

Provisional Stock Book is now open. Parties wishing to subscribe can do so by calling at the office of W. L. RUSSELL, Kent-st., from whom full information as to the proposed Company can be obtained.

Lindsay, Dec. 8th, 1881 - 61-3.

NOTICE IS HEREBY GIVEN that a special General Meeting of the Shareholders of the Whitby, Port Perry and Lindsay Railway Company will be held at the office of the Company, in the Town of Whitby, on FRIDAY, the 30th day of DECEMBER, 1881, at the hour of ten o'clock in the forenoon, for the purpose of considering and approving or disapproving of an agreement for the consolidation of the Toronto and Nipissing Railway Company, the Whitby, Port Perry and Lindsay Railway Company, the Victoria Railway Company, the Toronto and Ottawa Railway Company, the Grand Junction Railway Company and the Midland Railway of Canada into one Company under the name of the Midland Railway of Canada on the terms and conditions in such agreement expressed.

By order of the Board of Directors of the Whitby, Port Perry and Lindsay Railway Company.

Dated this 8th day of December 1881.

J. J. ROSS, Secretary.

NOTICE IS HEREBY GIVEN THAT THE

ANNUAL GENERAL MEETING

of the shareholders and proprietors of the

TORONTO and NIPISSING RAILWAY

will be held at their offices, IMPERIAL BANK BUILDINGS, Wellington-st., Toronto, on

TUESDAY, the 17th JANUARY, 1882,

at 12 o'clock, noon, for the purpose of the election of Directors, and transaction of other business, the meeting will be made special for the purpose of considering and, if approved, approving of an agreement between the the Toronto and Nipissing Railway Company, the Whitby, Port Perry and Lindsay Railway Company, the Victoria Railway Company, the Toronto and Ottawa Railway Company, the Grand Junction Railway Company, and the Midland Railway of Canada for the purpose of consolidating the said companies into one company, under the name of the Midland Railway of Canada, on the terms and conditions expressed in the said agreement.

WM. GOODERHAM, President.

Toronto, Dec. 14th, 1881 - 62-3.

L. Maguire.

INTERESTING PARTICULARS!

Contained in This Advertisement.

Always Good Alike!

STRONG! DURABLE! SHAPELY!

For Men, Women and Children!

BOOTS & SHOES,

L. Pogue.

IMMENSE STOCK-TAKING SALE

AT

LITTLE BRITAIN.

A cash discount of 5 per cent. on all purchases of one dollar, and 10 per cent. on purchases of $5 and upwards.

REMEMBER that our Goods are Marked at Extremely Low Figures. Our object is to clear out before stock-taking. Call and get the benefit of this Extraordinary Offer. We are bound to be abreast of the times.

Little Britain, Nov. 29th, 1881.—59-5.

W. H. POGUE.

James Watson.

Remember Us

WHEN MAKING YOUR PURCHASES OF

Dry Goods,
Ready-made Clothing,
Gents Furnishings,
Hats and Caps.

WE HAVE EFFECTED THE CHANGE FROM A GENERAL TO A SPECIAL TRADE IN THE ABOVE LINES.

Prices are a prime consideration with every customer. Our prices are righ

JAMES WATSON.

CANADIAN PACIFIC RAILWAY COMPANY.

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of Manitoba and the North-west Territory for sale at

$2.50 PER ACRE,

Payment to be made one-sixth at time of purchase, and the balance in five annual instalments, with interest at Six per cent.

A REBATE OF $1.25 PER ACRE

being allowed, on certain conditions, for cultivation and other improvements.

THE LAND GRANT BONDS

of the Company, which can be procured at all the Agencies of the Bank of Montreal; and other Banking Institutions throughout the country, will be

RECEIVED AT TEN PER CENT PREMIUM

on their par value, with interest accrued, on account of and in payment of the purchase money, thus further reducing the price of the land to the purchaser.

Special arrangements made with Emigration and Land Companies.

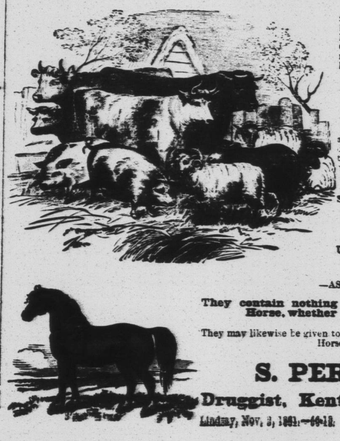
For full particulars, apply to the Company's Land Commissioner, JOHN McTAVISH, Winnipeg; or to the undersigned, by order of the Board,

GEO. STEPHEN, Montreal, P. A. WATER, Secretary.

S. Perrin.

OWNERS of Horses and Cattle look to your interests.

The DOMINION CONDITION SPICE



So well and so FAVORABLY known. 1 lbs Cans, 25c. The largest, cheapest and best Condition Powder in the market. Superior to all other known preparations.

B their use the

HORSE'S

appetite is improved, all derangements of the digestive organs corrected; softens the skin and gives to the coat a

sleek and Shining appearance

and may be

Used with perfect safety at all times.

—AS—

They contain nothing which can injure a Horse, whether sick or well.

They may likewise be given to Horned Cattle as well as Horses.

S. PERRIN,
Druggist, Kent-st., Lindsay.
Lindsay, Nov. 3, 1881.—60-13.

Archibald Campbell.

FOR THE CHRISTMAS TRADE.

A. CAMPBELL.

Purchased Extensively of the Very Best Goods in the Market

New Valencia Raisins,
New Currants,
London Layers,
Dehesa and Black Basket Raisins,
Sultana Raisins
Green and Dried Apples

OUR TEAS

CROCKERY AND GLASSWARE

Variety of Patterns and Novelties in China and M

during Christmas week, that we are selling

FLOUR AND FEED, SALT AND COAL OIL

CONSTANTLY ON HAND.

Our stock will be found on inspection to be the best to be found in this place as we are determined to GO BY QUALITY, and the public are invited to call and see for themselves. We are selling on the best terms of any house in the trade.

A. CAMPBELL
Hamilton's Block, Kent-st. Lindsay.
Lindsay, Dec. 15th, 1881.

Thos. A. Middleton.

Make Your Homes Beautiful at Christmas!

BRING TO THEM FLOWERS

The growing tastes of our population for Flower decorations, together with the very liberal patronage enjoyed in this and other departments of his business, has induced him to extend his greenhouses at much labor and considerable expense, and he has now almost completed the undertaking, and added to his stock

A Very Fine Lot of Winterblooming PLANTS

which he offers at very reasonable prices, he invites all lovers of flowers to come and see his supply. Ladies do not delay but come and have the first pick. Chrisanthemums, Lantanas, Primulas, Begonias, &c., &c. Different colors and different kinds. All healthy and beautifully. I have sold out my first lot and have a fresh supply of fine plants in bloom, specially suitable for the holiday season. Call and see them.

A Fresh Supply of FRUITS FOR CHRISTMAS Just Received. Stock Fresh and Complete.

GROCERIES, BOOTS AND SHOES
CROCKERY, &c.

In these lines, too, I feel that I never was in a better position to give good value. My stock is very complete and well bought, and the manner in which I have been sustained for many years past, convinces me that my prices and the quality of my goods are right. My business is now in a very healthy condition, thanks to my many customers.

A STOCK OF AMERICAN COAL OIL FOR THE WINTER TRADE.

THOS. A. MIDDLETON,
Lindsay-st., near Queen's Hotel.