Marriage Licenses!

ISSUED BY

R. S. PORTER,

LINDSAY, ONT

BANK OF MONTREAL

Capital, $4,000,000
Reserve Fund, 1,000,000

Accounts of $50 and upwards received on [illegible] at interest. [illegible] Bills drawn on Canada [illegible] and Dominion of [illegible] [illegible] Office in Lindsay, Wednesday [illegible] of each month, [illegible] building formerly occupied by the Mechanics Bank.

[illegible] F. H. PORTER, Agent.

The Victoria Warder

THURSDAY, NOV. 28, 1878.

THE VICTORIA RAILWAY

The completion of the extension of the Victoria Railway from Kinmount to Haliburton is another link in the chain of our extensive Canadian Railway system. Although it seems but the other day that the first sod of this railway was turned, yet we find a road already built, ironed and equipped for 55 miles, and when the nature of the country through which the road runs is taken into consideration, it may fairly be claimed a successful issue to a great undertaking. What was one land but a few years ago a howling wilderness, is now undressed and brought into communication with cities and better settled districts. That the extension to Haliburton will be a great boon to the settlers of that locality there is no doubt whatever. Whether we on Lindsay will reap the benefits which it was said would accrue to us from this undertaking remains of course to be seen. As far as we can judge the work appears to have been well done, the road bed is in good order, and the necessary buildings in the way of stations, bridges, &c., appear to have been very substantially constructed. The gentlemen that went over the road the other day on the occasion of the formal opening of the extension, and among them were many conversant with the construction of rail ways, expressed themselves as delighted with the nature and appearance of the work that had not been brought to such a happy completion. We all know the pecuniary aid that Lindsay has given to this scheme, and it is to be hoped that she will have no reason to regret her generosity. There are those who think we have paid pretty dearly for our whistle, but we only express the hopes of our townspeople when we say that we sincerely trust that the whistle will equal the value that has been paid for it.

THE AFGHAN WAR

But war with the Afghans has commenced, and then for the most encouraging reports of the progress of the British troops have been received. The advantages gained though, are not sufficiently important to ensure a speedy termination of the campaign. Many of the tribes seem to be friendly towards the British troops, but at the same time are very jealous of any happy chance that these Ali would hold out with which to induce them to turn their cupidity round, ship into hostility, and in case of such an event, the tribes could muster about one hundred thousand men, fully equipped, and ready to take the field. It is reported that Ali Musjid has been captured, but this is only a short distance from the frontier, and it must necessarily take some time, if successful, before the British troops can reach Cabul. The action of Russia means something more than friendship towards England, and, although she may not send an army into the field, she can materially assist the Ameer by furnishing supplies and money, and moreover, the Russians appear to be in possession of minute details of the military strength of Afghanistan. The British Government must always desired that its relations with Afghanistan should be friendly, and when that country was plunged into a civil war, it was by the aid of British money and arms that Shere Ali secured his position as Ameer. In 1869 Lord Mayo conveyed to the Ameer the assurance of the British Government that they regarded the Indus as the permanent boundary of the Indian Empire, and had no other intention towards Afghanistan than to promote its national prosperity. The loan relations between Dost Mahomed and Russia induced the British Government to sign a treaty of alliance with Runjeet Singh and Shah Sujah, at Lahore in June, 1838, for the purpose of replacing the latter on the throne. War was declared against Dost Mahomed in October of the same year by Lord Auckland, then Governor General of India. A strong force under Sir Alex. Burnes advanced through the Bolan Pass and reached Candahar, where Shah Sujah was formally placed on the throne. After the taking of Ghznee, Dost Mahomed surrendered and it was supposed that the country was conquered. The British took up their quarters at Cabul, but in the winter of 1841, help from India belonged off, they were hemmed round and forced to evacuate the country. During the retreat by the Khyber Pass, the severity of the weather and cruelty of the enemy spared neither man, woman nor child, and out of 18,000 only one man reached Jelalabad. But when the news reached India, Generals Pollock and Nott were dispatched with troops, and they succeeded in completely subduing the Afghans. The British Government has done much to earn the friendship of Shere Ali, but it could not remain silent and submit to such conduct as that lately exhibited, and which, if the English press speaks true, was prompted by Russia. Shere Ali no doubt mistook British forbearance for weakness, and positively refused to receive the English mission while the Russians were welcomed at Cabul. Every reasonable effort was made by Her Majesty's Government to avoid the calamities of war, but these efforts were repulsed. The situation, as viewed by English statesmen, is critical, and its injurious effects can only be measured by its duration. However critical the situation may be, the victories already gained by the British troops must have a demoralizing effect upon the Afghans.

BOBCAYGEON AND LINDSAY RAILWAY.

We are very much inclined to think that the Bobcaygeon *Independent's* article of last week on the railway project between that village and Lindsay, intended to convey a certain amount of sarcasm against ourselves. We would be very sorry to accuse our able contemporary with wilfully misrepresenting us, but that we have been misrepresented is very evident. Our only object in alluding to the subject of the railway now is to remove any false impression that may have been created by the nature of the *Independent's* remarks. After alluding to the defeat of the Harvey by law and the loss that that entailed, our contemporary says: "In this emergency Lindsay came forward and speaking through the two excellent journals published in that town, told the Committee hope that Lindsay would give the amount required, viz. $6,000, rather than allow the project to be abandoned." And further on our contemporary says: "The cheering articles in the last issue of the two Lindsay papers has done much to sustain the courage of the Committee, and we must now await such action as Lindsay may think proper to take." Now the foregoing seems all very flattering, but that is just where we think the sarcasm comes in. We said nothing that we are aware of that could be construed into holding out hopes to the Committee that Lindsay would come to the rescue of the scheme with $6,000. What we did say was at the request of Mr. Boyd and was merely in reference to the present position of affairs in consequence of the defeat of the Harvey by law. If the Committee was able to extract any comfort from that statement we are very happy we are sure. We have not so far said anything either for or against the road, nor do we intend being drawn by the *Independent's* article into giving expression to our opinion, at the present time at least. It will be quite sufficient time to give our views when the scheme is actually before the Lindsay people and what we do say then, our very clever contemporary at Bobcaygeon may rest fully assured, will be in the interests of Lindsay, whether those interests may be to assist in building the road or not. We do not mind the sarcasm, if it was so intended, but we think it would be only fair of our contemporary to put the matter right so far as we ourselves are concerned.

CLAIMS AGAINST THE VICTORIA RAILWAY CO.

For chime of persons having property on Victoria Avenue have many times been brought to the notice of the officials of the Victoria Railway Company, and on each occasion promises of some kind were made, but all the property owners have received as yet are promises. At the time right of way on Victoria Avenue was granted to the Railway Company, they were willing to do anything the Council demanded but from the date the rails were laid until the present moment there has been no end of trouble to induce them to fulfil their agreements. Last week a deputation of the Town Council, composed of Messrs Ruggles and Cooper, Reeve and Deputy Reeve, went to Toronto to interview Mr. Laidlaw, President of the road, in reference to the above claims, and returned with the assurance of that gentleman that a satisfactory settlement would be made within one month. Mr. Laidlaw, we learn, received the deputation in a friendly manner, and expressed his regret that the matter was not satisfactorily arranged before this, and gave as a reason his absence in England. The Mayor was unable to accompany the deputation in consequence of private business. It is about time this matter was settled, and we are pleased to learn the result of his interview with Mr. Laidlaw.

EDITORIAL NOTES

Hon. M. Laverge, Postmaster General, has been returned for Three Rivers by acclamation.

Lord Dufferin, speaking at the banquet at Belfast the other day, drew a very bright picture of the future of Canada. Referring to the Fisheries question, he warmly eulogized the American people.

At an early hour on Sunday morning last a collision occurred on the Great Western Railway near Winona station, about twelve miles east of Hamilton. One man was killed and eleven others were seriously injured.

We regret very much to hear that, owing to impaired health, Mr. Brown, chief editor of the *Mail*, has been obliged to withdraw himself, temporarily we hope, from active work. It is understood that Mr. Dyonon has severed his connection with the *Globe*.

An ocean steamship, the *Pommerania* of the Hamburg-American line, has been sunk in the British Channel through a collision with a Welsh sailing vessel, and fifty lives are reported lost. The captain of the *Pommerania* appears to have acted very heroically, for he refused to leave his ship, but was afterwards rescued. It was owing to a dense fog that the collision occurred.

At a meeting of the Directors of the Ontario Bank, held at Toronto on Monday last, the Hon John Sturgeon tendered his resignation as President. The reasons given by the President for his resignation were declining health, advancing years, and residence outside the city. His resignation was accepted without discussion. The same day Mr. Sturgeon's resignation was accepted there was a considerable improvement in the price of Ontario stock.

Says the Detroit *Free Press*: "Lord Lorne will rule over a dominion that has some aspirations of becoming a great country yet. The introduction of the National Policy, or Canada for the Canadians,' idea shows that the people of the Dominion feel quite independent, and imagine they can go along without help from any one. Canada is no doubt doing as well as could be expected. The commercial marine is increasing at the rate of 50,000 tons per annum, and now ranks fifth among the nations, surpassing that of France, Spain, or Germany, and nearly equalling that of Norway and Italy. In railway mileage Canada ranks eighth, having 5,700 miles of railway or one mile to each 690 persons, while Great Britain has only one mile to every 1,859, and France one mile to every 2,850. The Canadian fisheries, not including Newfoundland, which does not yet form a part of the Dominion, employ some 1,400 vessels, 23,000 boats, over 25,000 men, and over $3,500,000 of a capital."

The lengthy correspondence that has been going on between Lord Salisbury and Secretary Evarts in regard to the fishery award has ended in the amount being handed over to the British Government, and that, too, within a day or so of the time specified. Minister Watson in making the payment accompanies it with a protest, which is to say the least, very mild. Our American neighbours no doubt feel somewhat sore at having to disgorge to the tune of $5,500,000, but the best thing they can do under the circumstances is to grin and bear it.

The *Mail*: "Beware of wet paper. It throws off great quantities of carbonic acid gas, and recently resulted in the death of four British sailors and a Celestial on board an English steamer in a Chinese port. A quantity of pepper which had been wet with the rain, was stored in the hold, and when the Chinaman went down, he almost immediately fell senseless. The four tars went down to render him assistance, when they, too, were rendered insensible. Finally, after the hold had been ventilated, all five were got out, but quite dead."

The *Normatian*, with the Marquis of Lorne and the Princess Louise and suite on board, reached Halifax at an early hour last Saturday evening. They remained on the *Normatian* until Monday, when the public reception took place, since which time Halifax has been bewildered with excitement in the shape of dinner parties, receptions, levees, &c. The vicregal party are expected in Montreal tonight or to-morrow, when a most enthusiastic reception is promised them. The Governor General has already signified his intention of attending the St. Andrew's Society ball which takes place to-morrow evening at the Windsor Hotel.

Railway Extension.

THE IRON HORSE IN HALIBURTON.

Tuesday last was a gala day all along the line of the Victoria Railway, the occasion being the opening of the second section of the road lying between Kinmount and Haliburton. Each station on the route was gayly decorated with flags, bunting and evergreens, and the inhabitants of the surrounding country came out in their best bib and tucker to take part in the joyous occasion and to welcome the guests of the day. The train left the Union Station here about 10 15 a.m. and made a quick run to Haliburton, short stoppages being made at Fenelon Falls and Kinmount. At the latter station a very fine arch had been erected across the track and bore several mottoes, some to the following effect: "National Prosperity," "Progress," "God Speed the Plough and Engine" and "Hurrah for Railways." At Haliburton, the present terminus of the road, an extremely handsome arch of evergreens was noticed bearing the very appropriate motto "Victoria Coronat Opus." Haliburton in fact was one mass of bunting, flag, streamer, and evergreen, which spanned the streets of this embryo city, at intervals. Dinner was announced for 1 o'clock but it was some time after that, when all the seats were filled in the very commodious Town Hall, which had received its share of decoration also. At the head of the Hall was the very neat sentiment, "Welcome to our Guests," and at the entrance over the gallery was painted "Toronto, Haliburton and Ottawa," conveying the information that Toronto had been left behind, Haliburton was reached and a "big push" for the Ottawa was being made. After full justice had been done an excellent dinner which was very creditable to Mr. Sterling of the St George's Restaurant, the caterer on the occasion, the real business of the day began. Three long tables seemed hardly sufficient to accommodate the large number of guests. The table on the platform at the head of the hall was occupied by the Hon. S. C. Wood, the chairman on the occasion, who had on his right Mr. C. J. Campbell, Vice President of the road and Hon. J. B. Robinson, and on his left Hon. A. S. Hardy, Provincial Secretary, and Lieut.-Col Deacon. Amongst those present were noticed Mr. Niven, Warden of the County of Haliburton; Mr. Bloomfield, manager of the Canadian Land and Emigration Company and Mr. M. Morison, of Haliburton; Messrs. Hagel, S. S. Smith, R. C. Smith, Dr. Herriman, Port Hope; G. A. Cox, Managing Director of the Midland Railway; Judge Dean, Wm. McDonnell, G. H. Bertram, W. Margach, Wm. McDonnell, Jr., Rev. Dr. Smithett, A. Burton, agent Midland Railway, the members of the Town Council, and others, Lindsay; T. Paxton, M.P.P., "Cicero" Campbell, E. Mundy, "Standard," Port Perry; Aldermen Dickey and Boswell, C. W. Bunting, M.P., John Macnabb, J. N. Blake, President South Simcoe Junction R. R., A. Macnabb, Secretary Victoria R. R., John Laidlaw, Wm. Elliott, Wm. Thomson, James Michie, Toronto; J. D. Smith, J. J. Power, E. D. Hand, "Gazette," Fenelon Falls, and about 150 others. Representatives of the "Globe," "Mail," "Independent," "Post" and "Warder," were also present.

Previous to adjourning to the Town Hall an address was presented to the members of the Provincial Government, expressing gratitude at the very material assistance in the way of preliminary aid that had already been granted the enterprise.

After the removal of the "cloth" the chairman proposed the usual loyal and patriotic toasts in the following order:

"The Queen." Music by the band.

"The Governor General and the Princess Louise."

"The Ontario Government" was the next toast proposed and received by a few remarks from the vice-chairman, Mr. Thomson, expressive of regret at the unavoidable absence of the head of the Province. His further remarks were directed to the completion of the work that they were rejoicing over and the excellent condition of the road. Hon. A. S. Hardy Provincial Secretary, fully occupied the time—fifteen minutes allotted to each speaker, in response to the foregoing toast. He was pleased to visit Haliburton and thought that Lindsay ought to be congratulated on the completion of the road. He thought that there was some land in Haliburton quite as good as any in Ontario. He predicted prosperity to Lindsay and Peterboro' from the trade from the north. He supposed they were very anxious to hear what the Government proposed doing in the matter of further aid to the road but he would leave it to the Provincial Treasurer to say what assistance might be expected. Mr. John Laidlaw then sang a couple of verses of "Annie Laurie" which elicited considerable amusement.

The chairman next proposed "Success to the Victoria Railway" coupling with the toast the names of Mr. George Laidlaw, the President, Mr. C. J. Campbell, the Vice President, and at the same time paying a high compliment to Mr. James Ross, the engineer of the road. Responses were also made by Mr. Bunting, M.P.; Mr. William Elliott, Directors of the Company, Mr. Geo. A. Cox, President of the Midland, Mr. Hagel, Mr. Nevin, Warden of the County, and a host of others.

Mr. C. J. Campbell next proposed "The Canadian Land and Emigration Company" which elicited a reply from Mr. Bloomfield, Manager of the Company.

Hon. A. S. Hardy proposed "Prosperity to Haliburton," which was responded to by Mr. Ilman.

Mr. C. J. Campbell proposed the health of Mr. Middleton, of Montreal, who briefly replied, shortly after which the assemblage broke up by singing the National Anthem.

Expressions of regret were generally heard at the unavoidable absence of Mr. Geo. Laidlaw, Mr. Hector Cameron, M.P., and others.

The train left on the return trip a little after seven o'clock reaching Lindsay about ten. All expressed themselves delighted with the trip and the remarks made were very complimentary to the management and condition of the road. In this connection it would not be amiss and we believe we are only expressing the opinion of the public when we say that to Mr. E. H. Brennan, the very popular and efficient assistant manager, is due in a large measure the successful working of the road. Conductors McCaw and Brady were in charge of the train. The commissariat department was very efficiently presided over by Mr. Macnabb, Secretary of the Company.

REV. FATHER STAFFORD ON THE LIQUOR TRAFFIC.

(Kingston Daily News, Nov. 21.)

Last (Wednesday) evening the Rev. Father Stafford, of Lindsay, formerly the popular parish priest of Wolfe Island, lectured in the City Hall on Temperance, under the auspices of the St. Vincent de Paul Society, a local charitable organization in connection with the Roman Catholic Church, which does a vast amount of good work in alleviating the distress of the poor and needy. The hall was full. On the platform were the President of the Society, Dr. Phelen, His Lordship the Bishop of Kingston, His Worship the Mayor, Rev. Fathers Stafford and Twohey, Rev. P. W. Kirkpatrick, of St. James' Church, Dr. Skinner, and Mr. Thomas H. McGuire. Among those in the body of the hall were Rev. Fathers Leonard, McWilliams, and Corbett; D. D. Calvin, M.P.P., ex-Mayor McKelvey, Aldermen McCammon, Metcalfe and McRossie; Joseph Swift, ex-President, William Harty, Dr. Sullivan, J. A. Allen, Alwington, and other prominent gentlemen. There was a good Protestant representation present.

Dr. Phelen, President of the Society, took the chair, and without any preliminary remarks, introduced the

Rev. Father Stafford, who was greeted with applause. After referring to the different views that were entertained on the subject of Temperance, and to the diffidence he felt in speaking regarding it, he said that those who believed as he did—that men were better without using alcoholic liquor—had much to contend against. Some people say that those who use liquors do wrong, that they are great sinners, while they, those who abstained, were great saints. If all the commandments were concentrated here, all right. But a man may be a good man and yet use liquor moderately, while a man may be a total abstainer and yet a very bad man. (Applause.) He laid it down as a principle that total abstinence is safe. It pays. The world would be all the better if no liquor were used at all; the people would be richer, better educated, and more worthy the name of Christians. The best medical opinions of the day were against the use of liquor. The body did not require alcoholic liquor, which was not good for body, mind, memory, or intelligence. Indeed, it had the very opposite effect. Two hundred and forty seven of the leading medical men in England had signed a declaration to the effect that as it is generally believed that drunkenness sometimes ensues as the result of alcoholic prescriptions, they believed that the cases where alcohol is necessary are rare, and where it is necessary it should be used with the same care as any other drug, and in no cases should the prescription be considered an excuse for the use of alcohol after the necessity for it is past. If the members of the medical faculty united with the clergy of the different denominations in the way these men had united on the subject, there would be little call for legislation. (Applause.) The expense attending the use of liquor was very great. There was more money spent on it in England than in connection with the iron, woollen and cotton factories. And after spending millions of money on liquor, what was there to show? Nothing. It added no addition to the wealth of the country. If the liquor was poured out on the streets as it is manufactured the country would be better without it. (Applause.) Father Stafford next referred to the question of legislating regarding the traffic and to the false cry of infringing on the liberty of the subject that was raised. He had known men who had not drank until they reached the age of twenty five years and then became drunkards. No man that ever became a drunkard intended to become such. He denied that any man could say that it was safe to drink. It was known by experience that all are constituted much the same. Can a man use liquor safely in regard to his family or his neighbour? No. A man does not take the first glass by himself. He is asked to do so by another; and he does not begin with brandy or old rye, but with ale or wine. In England the chief drink was beer. While he had been addressing audiences there and spoke about whiskey in his remarks he was interrupted with such reminders as "beer, beer." (Laughter and applause.) Some favoured reducing duties so that the poor man could obtain his beer cheap. The greatest curse the poor man could have is cheap beer. The lecturer contended that a man could not drink with safety to his neighbour any more than to himself. He referred to the evil example of drinking habits on children, the use of liquor among women being strongly condemned. Among the direct evils arising from the use of liquor he referred to the fact that 100,000 persons are killed annually in England by it, and a large number in Canada. Should a system that sends 100,000 men to the grave in one year in one country be tolerated. Is it a proper condition of things? It may be asked, how do you know that so many are thus destroyed? The figures are those of the United Kingdom Alliance, whose President is Sir Wilfrid Lawson, and Vice President Cardinal Manning. It had been formed for the purpose of obtaining reliable information in all parts of the United Kingdom. He, Father Stafford, held that a man had no more right to murder himself than he had to murder his neighbor. (Applause.) On the lowest possible ground, no man had a right to be an offender. There was no difference between the man who killed himself with liquor and the man who killed himself with arsenic. But there was this difference, that the man who sold the liquor is protected by the law. (Applause.) He, the lecturer, would not say one word disparagingly of those engaged in the liquor traffic. All were responsible—those who sold it and those who drank. Many respectable men were engaged in the business. They were in the trade and were licensed to sell by the law, which gave them the right. After dwelling at some length on this point the lecturer went on to say that no parent could afford to spend money in liquor. There is no strength in it. There is agitation and violence, but no strength. He quoted the opinion of Dr. Richardson, of London, an eminent practitioner, himself not a total abstainer, and who, therefore, was unlike the lecturer "a fanatic" (laughter) as some said, showing that there was nothing in alcohol to produce heat. On the contrary, it lowers the temperature of the body. It might be said that there were great men who drank. True, but he, the lecturer, had found out that a change had taken place. The late Bishop Macdonnell used to give this advice: "Put plenty of water in your whiskey, Pat." (Laughter.) How is it that we have different teaching now? Probably because the evils of drinking were better known now than formerly and that as a drug liquor did not do the same harm as now. He would not stop to speak of the crimes that were the result of the use of liquor. Has any man ever felt proud of the fact that his son drank? On the contrary, parents were generally proud of their sons who did not drink. No man when he came to his last hour could thank God that he never exceeded the limits in drinking. (Applause.) He contended that it was the duty of a man to do nothing that would impair his reason, but to maintain it perfect so that when the Master called him away he could say "Here I am." (applause.) No man had a right to use anything that would deprive him of the use of his faculties. (Applause.) The lecturer then proceeded to refer to the advantages of total abstinence. He never yet heard a sound argument in favour of moderate drinking. He never saw any benefit, social, political or educational arising from it. (Applause.) Business men liked cold water men to work for them. (Applause.) It is sometimes said is a good creature to be condemned because some abuse its use? Those who said so speak only of whiskey as a "good creature." One would imagine that Providence had made it. He referred to the practice of doctors prescribing liquor for patients. It sometimes happened that the husband said to the medical man "Doctor, dear, wouldn't a little whiskey do the wife good." (Laughter.) After it was obtained he used it himself. If a man went into a liquor establishment, got drunk, and died on the streets from the effects of liquor, a coroner's jury will return the verdict "Died of the Visitation of God." If poison were given to a man the administrator would have to show cause why he should not be hanged. (Applause.) There was something about liquor that the more men used it the better they liked it, and this other peculiarity, it will make the best man the worst man in the community. (Applause.) When in England he had visited the Westminster Reformatory, London. So much had liquor destroyed the countenances of women there that they all looked alike—besotted. Why should this traffic be carried on? Why should it exist? Why should it be tolerated? Some say the number it destroyed is small. He, Father Stafford, said it was large. (Applause.) If the rule was that the use of liquor did good then he could understand the argument; but if not, if the evil was infinitely greater and the good infinitesimally small, then they should do without its use. He had yet to find a man whose family, directly or indirectly, or friend, had not in some way or other suffered from the use of liquor. The number of persons killed by liquor cannot be counted. With the statement before him that the drunkard shall not see Heaven, it was not prudent for any man to use liquor. A man may commit crimes and yet care for his family. But a drunkard does not care for his family—he cares for nothing but his liquor. He drinks, he sleeps, he dies. The lecturer took up the question of the right of the civil power to interfere to suppress this traffic. He, Father Stafford, had once asked the late Cardinal Cullen his opinion on this point. His answer to the question, "Do you think the Government has any right to interfere?" was: "Yes. Most decidedly." Cardinal Manning, too, admitted this right. There was no necessity for violence. He had no confidence in anything but the civil power to put a stop to the traffic, but a great deal had to be done before that. He did not believe it was true liberty to license men to kill others as in England at the rate of 100,000 a year. (Applause.) He appealed to his hearers to have charity one towards another, to act upon the Apostolic injunction to abstain if indulgence caused a brother offence. He did not feel very well, and therefore his voice had not filled the hall as he would have liked. He was sorry the seats in the back part of the hall were not full. He would have liked to have seen more women present. After urging his audience to consider the thoughts he had advanced, the reverend lecturer resumed his seat.

Mr. Thomas H. McGuire, in moving a vote of thanks to Father Stafford, expressed his admiration at the manner he had treated his subject. It was the practice of some temperance lecturers to abuse those who dealt in and sold liquor; but Father Stafford had used argument and appealed to their reason.

Mr. McIntyre, Mayor, had great pleasure in seconding the vote of thanks to the reverend lecturer, who was known throughout Canada as the Father Matthew of Canada. (Applause.) He also expressed approval of the course taken by Father Stafford.

The chairman conveyed the thanks of the audience to the lecturer, which he acknowledged in some supplementary remarks, which were well received. The audience then dispersed.

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THE BEST SALVE in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, 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.—1129-8m.

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All work warranted 12 months.

Fitter up of the St. James' Cathedral Clock, Toronto.

Lindsay, Nov. 27th, 1878.—1132-3m

CORPORATION OF THE COUNTY OF VICTORIA.

NOTICE

is hereby given that

THE COUNCIL

of the Corporation of the

County of Victoria,

will meet at the

COUNCIL CHAMBER in the COURT HOUSE, LINDSAY, at 2 p.m., on

Tuesday, 10th day of Dec'r, 1878.

By order,

T. MATCHETT,
County Clerk.

County Clerk's Office,
Lindsay, Nov'r 26, 1878.

LITTLE ROCK AND FORT SMITH RAILWAY. HOMES in Western Arkansas.

No section of the country offer purchasers as great inducements as do the rich agricultural or stock raising lands in the great valley of the Arkansas, between Little Rock and Fort Smith. While the South has suffered terribly from causes during the past summer, Western Arkansas has never been more healthy. Lands sold on easy terms. For full information, maps, and further information address, W. D. ROGERS, Land Commissioner, Little Rock, Ark.

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DUNDAS & FLAVELLE BROS.

G. H. KEEVE

Intends going to Europe in the spring, preparatory to which he offers for sale his Store and Dwelling, also a

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1132-6m.

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FARM FOR SALE.—The subscriber offers for sale the East Half of Lot 16, Con. 9, Ops, containing 104 acres, of which 80 acres are cleared, well fenced, and in a good state of cultivation. On the farm there is a new frame dwelling, 20x26 feet, stone foundation; grounted and ready to lock outside, having a kitchen 16 x 26 feet, and suitable out-buildings. It is conveniently situated as to school and churches, and is only four miles from Lindsay, on a good gravel road, and one mile and a half from Reaboro' Station. Soil, a rich clay loam. For terms apply to THOMAS PARKER, on the premises. 1132-3m

TO LET.—A comfortable Brick Dwelling House, containing 8 rooms, cellar and out-houses, with half an acre of ground for garden. Situate in one of the best localities in Lindsay; suitable for a respectable family; rent moderate to a good tenant. Apply between 2 and 5 o'clock in the afternoon to Mrs. J. Douglas, on the premises. Lindsay, Nov. 5th, 1878.—1131-tf

DESIRABLE FARM FOR SALE OR TO LET.—East Half of Lot 23 in 1st Concession Fenelon, County Victoria, one Hundred Acres, 45 acres cleared, balance woodland (dry). Good view of Balsam Lake from off the premises. A very desirable rural residence. Convenient to schools, churches, Post Office, markets, &c. For further particulars apply to the owner personally on W hf Lot 20 in the 3rd con. Fenelon, or by letter to THOS. SMITHSON, Glenarm P.O., and to P. S. MARTIN, Esq., or to JOHN MCSWEYS, Esq., Solicitors, Lindsay. 1124-2m*

FARM FOR SALE.—West half lot 23, in the 6th concession of Verulam, containing 100 acres, more or less; bush land; good creek running through the middle. There is a shanty on the lot. Convenient to school house; situated about six miles from Fenelon Falls and the same distance from Bobcaygeon. Soil good loam with clay bottom. For further particulars apply to JOHN H. HALL, Lindsay, P. O., or to HUDSPETH & BARRON, Lindsay. 1126-3m*

FARMS FOR SALE.—The west half of lot 24 in 7th concession of Verulam, 112 acres, 50 acres cleared, log house. The west part lot 32 in the 5th concession of Verulam, 115 acres, 60 acres cleared, log house. The east half lot 29 in 5th concession of Verulam, 87½ acres, 45 acres cleared, log barn. Above lots are well situated within easy distance of Fenelon Falls and Bobcaygeon. Excellent soil. Terms very easy. Apply to E. D. ORDE. Lindsay, 25th Sept., 1878.—1123-tf

NOTICE.—My wife Mailie, having left my bed and board, I will not be responsible for any debts contracted by her in my name. JOHN SANDPILLAR. Lindsay, Nov. 13, 1878.—1130-4

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NOTICE.

I beg respectfully to remind all parties indebted to me that prompt payment is absolutely necessary. Due notice to that effect was given a month ago and since then many accounts have been satisfactorily settled, but still there are a large number unpaid, especially small accounts.

There is no good excuse for longer delay in settling up, and those interested are requested to call during this month of November and settle up without fail, so that I can decide what accounts to place in suit for collection. I am anxious to collect my accounts with as few suits as possible, but I must have the amounts due me, with the least possible delay.

Respectfully,

C. L. BAKER.

Lindsay, November 7, 1878.—1126.

PROMPT PAYMENTS.

All persons indebted to me are informed that their Book Accounts are ready for delivery and must be settled with cash immediately. Having determined to abandon the credit system, no new accounts will be opened this year, but a liberal discount will be allowed to cash purchasers.

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