# SPECIAL PARASOLS, MILLINERY, DRESS GOODS.

J. SIMONS.

Lindsay, May 17th, 1889.

SAVINGS BANK.

BRANCH OF THE

DOMINION BANK, LINDSAY

current rates from date of deposit to date of withdrawal, and compounded annually

WALTER DARLING, Lindsay, August 17th, 1882

## The Victoria Warder

FRIDAY, JUNE 1, 1889.

THE MONOPOLY HOWL.

Our contemporary the Post has disovered a wonderful conspiracy on the part of Mr. Hector Cameron, M. P., and Mr. Dalton McCarthy to assist in carrying out the monopoly policy of the railroads of this province, and energetically bewails the evils that are likely to ensue, no consideration sell the rights of his conhas been more than once charged that to do so, but the cupidity of this road or that same journal received its price for its masters, the Grand Trunk, must not assisting to perpetuate the very monopoly be gratified at the expense of the public it now so sadly bewails on the part of Mr. or when found antagonistic to the interests Cameron, Our contemporary, however, always was a very poculiar journal, and off-times pharisaleally denounces innocent persons for the very crimes it has itsalf committed, and would again provide ing the thirty pieces of silver were offered.

But the Post cannot truthfully out Mr. Cameron into the same category with Mr. S. C. Wood and Mr. J. D. MoIntyre when discussing railway monopoly. If is well known Mr. Cameron arged both Mr. Wood and Mr. McIntyre in their consultation with him not to allow the Government under any consideration to permit the recent amalgamation monopoly unless the municipalities were refunded their bonus, but which Mr. Wood and Mr. Melatyre both refused to do. In overy matter of railway legislation which has come before the House since Mr. of his constituents, and while he would not see the Midland, or what was then we doubt if a more " fit and proper perthe Midland, imposed upon, he would not son " could have been found to have filled on the other hand permit that company out all the requirements of this very

line and consequently all the prestige it ed where to reside, would ensure, rather than that it would with the two Covernments, and arrange for the extension of some failway them-

hurst to Callendar is decidedly the shortest route that can be obtained, and besides is the only really independent railway company in Ontario to-day not under

the thumb of the Grand Trunk. It does not look very much as though Mr. Cameron is a "promoter of monopoly" by this. However subservient the Post may be to the Midland railway, and through it to its masters, the Grand Trunk company, it must not expect Mr. Cameron to be the same or suppose that he will knuckle down to Grand Trunk enpidity merely because one of their branch roads runs through the county he represents. On the contrary, he believed and still believes that the Dominion Government must give this subsidy to an independent road, free from the influence of a great railway corporation if it is to benefit the province when built, more especially when under existing arrangements it has been secured at \$12,000 per Government must be held responsible. mile, or \$2,000 per mile cheaper than when it was proposed to build it by subsidies from both Governments, Representing, as he said himself in the House in discussing this subject, a county through which the Midland ran it would be contrary to his duty as a representative of this county if he favored a road which Deposits taken of \$1 and upwards. No notice in any way interfered with the rights or of withdrawal required. Interest allowed at opportunities of benefitting itself which the Midland system ought to have, and which did not interfere with the rights of the public. But as the proposed extension was properly an extension of the Northern railway and must be under the control of one or other of the railways it must from the necessity of the case be under the control of the Northern and the Midland and other roads receive full running powers over it, and this he would

> This is the whole extent of the monopoly howl raised by our would-be smart town and the people he represents, not to contemporary, a howl as ridiculous as it make himself ridiculous. contemporary, a howl as ridiculous as it is meaningless. Mr. Cameron, the Post will find, is not the tool of the Grand-Trunk or the so-called Midland, whatever that journal may be, and he will under

always be prepared to maintain,

THE HALIBURTON ACT AND

On looking over the act respecting the provisional county of Haliburton we found the following in section 7:

"The Lieutenant-Governor may from time to time appoint, in and for the said provisional county a At and proper person to be stipendiary magistrate thereof, who shall hold office during pleasure, and shall be ex officio a justice of the peace for the said provisional county; and shall have the jurisdiction and authority of two justices of the peace therein, and shall exercise within such previsional county, magisterial, judicial and other functions herein expressed or provided for, and shall reside in such place within the said provisional county as the lieutenant-governor may direct; and it shall not be necessary for the said stipendiary magistrate to possess any property qualification,

It would seem very much as though when the Ontario legislators passed this act they had our friend Peck in view for peculiar bill. He was not necessarily The frouble of our contemporary in this obliged to hold "any property qualificainstance is the subsidy to the extension tion" in Haliburton, and he takes good of a railway to Callendar to tap the Can- care he does not; he was to reside anyada Pacific. This question is a com- where the Lieutenant-Governor might paratively old one, being more a fight beat direct, but the Lieutenant-Governor not tween the different railway companies to directing him he accordingly considers it obtain an extension free to this trunk better to reside in Dakota till he isdirect-

But there is another point in connecaffect to any great extent the pecuniary tion with this peculiar section of the act inferests of any particular county. It relating to the county of Haliburton that had been arranged between the two Gove forces itself upon us, and that is by what ernments that both should aid the exten- authority or legal power the sbliging Onsion, the Ontario Government by \$8,000 tario Legislature took upon itself to so per mile of subsidy and the Deminion by carefully provide for S. S. Feck. The \$6,000, but through the influence of Mr. British North America act states very J. D. Edgar and his connection the One plainly that only the Federal Governfarle (revernment was subsequently in- ment has the power to appoint the judges duced to withdraw their subsidy and offer of the county, for other judicial or magisit to another extension through by Parry terial functions, and that the local legis-Sound to Sault Ste, Marie, called the One latures have no power whatsoever to tario & Pacific Railway. This left the make such appointments or to interfere proposed extension to the Canada Pacific in any way with the prerogatives of the in the hands of the Dominion alone, and Crown. In passing such an act the Onowing to the fact that the Dominion Gov- tario Legislature did exceed its power erament had already bonused the Canada by appointing S. S. Peck the judge over all events know what it is for and by Central railway from Fembroke west to the courts within the territory mentioned, whom it is to be given. When such a the extent of \$12,000 per mile, and by and giving him the same powers that scheme is got up by close political friends which a large amount of traffic was and Judge Dean and any other county judge | and the zealous supporters of Mr. Wood will be diverted from Ontario to Ottawa of the province is entitled to, and who it has a decidedly peculiar and suspicious and Montreal, Mr. Cameron and other can be appointed by the Federal Govern-, appearance, which is only the more gentlemen compelled the Dominion Government to increase their proposed extenernment to increase their proposed exten- pears to have been itself conscious that it meeting a very small fraction of sion subsidy from \$6,000 to \$12,000 per was exceeding its powers when passing Conservative citizens are found to be presmile, or \$2,000 a mile cheaper than before the act, for it resorted to the device, as ent at a subsequent desultory di weak as it is futile, of enacting in the

give it to this company under the agree- magnetrate has authority " is an ambigument that every other company who de- one way to put it and the fact that he sired should be allowed to run trains over must send the prisoner to the gaol at if and to all intents and purposes be as Lindsay if he so desire is conclusive proof really owners as the road under which it that the magistrate has not the executive was built. The Northern from Gravento a very great extent is a sham.

It is a question therefore for the people of Haliburton to settle whether under such ofreumstances it would not be wise to compel Mr. Mowat to remove S.S. Peck and so avoid future legal complications. Did any one feel so disposed or the verdict rendered by him at any time be of sufficient importance there is little doubt there would be an appeal on the grounds of his incompetency and non-jurisdiction. which would cause further trouble and expense as well as shake public confidence -not very firm now-as to the rulings of the courts of Haliburton. Mr. Mowat claiming to be a constitutional lawyer must be aware of these dangers, as he is of the admitted incompetency of S. S. Peck from a legal point of view, and for all the troubles and useless litigation the residents of Haliburton will in all probability some day be put to, he and his

#### EDITORIAL NOTES.

MONDAY Mesers. Noel, of the Quebec bank, and Mr. Charles Carriere, of the Banque Nationale, waited on Sir Hector Langevin at his private residence, and on behalf of his many friends and admirers in the Dominion, presented him with a purse containing \$17,000. It is understood that the subscriptions to the fund amount to \$25,000.

Mar Count Connolly is indignant at THE WARDER for daring to state that he behaved in a manner unbecoming a councillor of the town in an informal meeting held last week regarding the proposed new post-office. But instead of Mr. Connolly makin himself foolish and needlessly displaying his political prejudices would it not be as well for him to be more circumspect in future and more broad in his views regarding the welfare of the town? He was elected to the council board to do some good for the

THE Monetary Times, which certainly cannot be classed as a "Tory organ," has the following remarks in reference to the new Liquor License Act:-"If anything effective is to be done, it can per-This cry of monopoly comes with a had stituents to a railway corporation. While haps best be done by uniform legislation. light of recent developments, and when it stand by the Midland he is fully prepared | way than by piece-meal legislation; and advance along the whole line tells far more than an isolated movement at one or two points. The federal legislature can no more be reproached with indif-ference to the subject of intemperance; it has shown a laudable desire to do what is, at present, within the limits of the

> Ir snything was needed to show the wisdom of Mr. Cameron's course regarding the extension road to tap the Canada Pacific and the necessity of its being put into the hands of a thoroughly independent company it is only necessary to draw attention to the difference in the freight paid now to the Midland and before the amalgamation. In more than one case we have heard of the rates being increased 120 per cent., while a shipper a short time ago was charged 9 cents a bushel to a point on the Whitby branch from Lindsay. And yet Mr. S. C. Wood and Mr. McIatyre were so particular as to "fair and equitable rates" when selling the town to the Midland Railway company.

Smould not some effort be made to arrange for a plan for the due celebration of Dominion day in Lindsay? This is properly one of the most important holidays that we have and a day which should by no means be treated with neglect. If something is not done to celebrate the day here our people are certain to go to other towns more enterprising and so much money is lost to the town that the citizens would much rather spend in it. Then there is always a gain to somebody when the citizens of the town undertake to get up a programme of some kind or other for the amusement of the country people and assisting them to spend an enjoyable holiday. Let some steps be taken to again get up a day like the 24th just passed or an entertainment like that of last Dominion day, that at all events will afford great fun and keep every one in the best of humor. The council took up the matter last year and made a success of it, can they not do something of the kind this and grant a little money to start the project? It will be the only day we will be able this year to cele-

THE Post "regrets" that THE WARDER should be so unkind to Mr. S. C. Wood and the Reform party as to attempt to influence Conservatives against subscribing to the fund to give him a \$500 testimonial for his faithful political services. We have done nothing of the kind nor do we intend to make any attempts at influencing any person, but when the citizens are asked for the subscription they should at sion of the matter after all had been de-cided upon. And more than all when for the extension of some railway themselves and as much as possible put it into the hands of an independent railway company with full powers of all other roads to run over it. Now, as every one knows, the Midland is merely a Grant Trunk road, controlled and worked by Grand Trunk influences, while the Northern is an independent line and controlled solely by the Northern railway company. As the subsidy must be given into the hands of one company to build the extension Mr. Cameron and others considered it better in the interests of the Onterio people to

Our study of the market shows that the time has come for a reduction in prices. Looking forward to this we have been making excellent bargains for Cash with jobbers and manufacturers for many weeks. Our plans are now ready, and we will cut Prices for the balance of the season in a fashion that will surprise you. This is not a clearing sale of old stock, but simply a wise operation on a slow market to turn quickly the best stock of seasonable goods ever offered in this vicinity.

We will quote a few prices in proof of what we say, for instance :-

Gentlemen's Suits made to order worth \$16 for \$14 17.50 Goods are cheap at 20 25 30 30

Carpets of every kind, Cocoa Matting and at Net Cost.

Shirtings worth 18 cents per yard for 15 cents. Factory Cottons and Steam Looms at 12 and a half per cent. less than old prices. Lace Curtains at 75 cents a pair,

And all other goods in our immense stock of Millinery and General Dry Goods at correspondingly Low Prices.

## James Graham.

Sign of Golden Fleece.

professes to do surely they are generous enough to give him the presentation without such begging. Let them be men and

by some to make an effort to do away with the heavy railway debt of the town, or at all events to lighten it to a great extent if assistance cannot be obtained from the Ontario Government. This is no less than to submit to the Government a record of the terms on which the money was granted to the roads now composing the Midland and insisting upon the conthe debentures are paid. The Governsuch, as well as having an equal interest in the proper fulfillment of the conditions under which the roads obtained the Government subsidy and the municipal bonuses, they must see that such conditions are honorably carried out, not only towards the municipalities, but also to themselves. It is of course a complicated question and very careful consideration of all the points will be necessary to ensure against the possibility of a long and tedious litigation with the railway company or the Ontario Government; but if all individuals or firms are kept to their contracts and agreements it is only right railroad companies should be compelled to do the same and the money held back till such times as they do. But if such a course is contemplated by the town let it be done only after the most careful consideration and in such a way as will not lay the corporation open to expensive liti-

### COMMERCIAL.

OFFICE OF THE VICTORIA WARDER, LINDSAY, ONT., May 31, 1883 LINDSAY MARKETS. Straw, perload ... 

Deaths.

In Lindsay, on Thursday, 31st May, Eleanor Ottille Fortye, daughter of the late Wm. McDonnell, aged 2 years and 2 mos.

The funeral will leave the residence of her grandfather, Mr. Wm. McDonnell, sr., to-day, at 3 p. m., and proceed to Riverside Cemetery. In Lindsay, on Friday, 25th inst., Sarah Ann, second child of Mr. Wm. Fee, aged 1 year and 3

GRAIN & WOOL

Highest Cash Price

AND WOOL.

Belivered at Baker's old storehouse or at Whitby & Lindsay Railway storehouse.

W. D. MATTHEWS & Co.

Lindsay , March 1, 1882-1302-1y. LOVE.

GENERAL BROKER Mortgages and Notes bought, Cheques Cashed, Foreign Money Exchanged and Money Advanced on Security.

OFFICE-over McLennen's implement store, indeex. - 1300.

## JAMES HAMILTON,

THERE has been a proposition mooted VICTORIA STEAM CARRIAGE WORKS,

KENT ST., LINDSAY, ONT.

## FARMERS, TAKE NOTICE.

I would have the farmers bear in mind that with first-class machinery am enabled to manufacture a WAGON which for smooth running, finish and durability, cannot be excelled, and for prices cannot be equalled. Don't forget that we are selling wagons retail at wholesale price. Come and have a ditions being fulfilled before any more of look at our large stock, and get our lowest cash price.

> S NOTICE OF BUGGIES will appear next month-have a very large stock on hand at low figures.

JAMES HAMILTON. Lindsay, May 30th, 1883.

PROPRIETOR.

Late Milne & Graham.

EXTENSIVE SALE OF

# Farms and Farm Stock,

### OF BEXLEY, COUNTY OF VICTORIA. And also Steamer "Coboconk."

The Executors of the late WM, GOODERHAM and the Executors of the late JAMES GOODERHAM WORTS, and Mr. GEORGE GOODERHAM have instructed me to sell by Public Auction at CORSON'S CROSSING, on the Toronto and Nipissing Railway, on TUESDAY, the 19th day of June, 1883, commencing at 12 o'clock noon, prompt, the following Farm

Stock and Implements consisting of 12 horses and a large number of thorough-bred and grade cattle, namely: 1 thorough-bred bull, 5 years old; 1 thorough-bred bull, 8 months old; 1 thorough-bred bull, 6 weeks old; 9 yearlings, 9 calves, 10 thorough-bred cows, 15 grade cows, 3 steers, 21 sheep, a quantity of lambs, 2 plows, 2 harrows, threshing machine, grain crusher, straw cutter, sawing machine, 5 farm waggons, 2 democrat waggons, 1 buggy, 1 buckboard, 2 sets sleighs, 1 cadging sleigh, 1 light cadging sleigh, ten horse power steam engine, and a variety of other farming implements and effects, together with a complete set of BLACKSMITH'S TOOLS.

Terms for the farm stock and implements: On all amounts under \$25, cash; and over that upon credit at nine months, to be secured to the satisfaction of the Vendors, by joint notes bearing 7 per cent, interest.

The Steamer "COBOCONA" will be offered for sale about 2 o'cleck. It is double decked Carvel built, with side wheels, launched in 1876, and registered at Port Hope. Length of keel 30 feet, breaath 20 feet, depth of hold 4 feet, gross tonnage 103 tons, propelled by one high pressure engine of 40 horse power, stroke 4 feet, diameter of cylinder 14 inches. Fully equipped with pumps and other requirements. Government limit 123 adult passengers. Now lying at Cameron Lake, Fenelon Falls. Terms Cash.

On Wednesday, the 20th of June, and on Thursday, the 21st of June, 1883, The following Lands and Farms, which are some of the best in the Township of Bexley, will be offered for sale at the Bexley Hotel, in Village of Victoria Road, on Nipissing Railway, Co. Victoria, commencing at 12 o'c. noon:

way, Co. Victoria, commencing at 12 o'c. noon:

Parcel 1. Part of lot 4 in 4th and 5th con. of Bexley, 210 acres, from 60 to 70 acres cleared. Good double framed Barn, 60 feet x 84 feet. Log House and a Lime Kiln, which cost \$4.000.

Parcel 2. Parts of lots 2 and 3 in the 4th Concession of Bexley, containing about 82 acres, 60 acres cleared, with Frame House and Barn. Parcel 3. Part of lot 1 in the 3rd concession of Bexley, 82 acres, 50 acres cleared. Log House and Frame Barn 36 ft. x 50 ft.

Parcel 4. Part of Lot 2 in the 3rd Concession of Bexley, 187 acres, about 60 acres cleared. Parcel 20. North-west parts of 6, 7 and 8, North-west bay, 134 acres, 30 acres cleared, frame barn.

Parcel 5. Part of lot 3, in the 3rd Concession of Bexley, 187 acres, about 60 acres cleared, small log house.

Parcel 5. Part of lot 3, in the 3rd Concession of Bexley, 60 acres cleared. No buildings.

Parcel 6. Block D, 126 acres; Dwelling House, Hop House, and Barn. 30 acres cleared.

Parcel 7. Lot 3 North Portage Road, 100 acres, 60 acres cleared, Log House and Frame Barn.

Parcel 8. Lot 8, North Portage Road, 100 acres, 40 acres cleared, and small lcg house.

Parcel 9. Lot 3 in First Concession of Bexley, 200 acres, 30 cleared. Frame Barn.

Parcel 10. Part of 5 in the 3rd Concession of Bexley, 25 acres, no clearance.

Parcel 11. Part of 5 in the 3rd Concession of Bexley, 25 acres, no clearance.

Parcel 12. Centre part of lot 15, North-west bay, Eighty-Seven acres, twenty-five acres cleared.

Parcel 22. North-west parts of 16, 17, 18 and 19, North-west bay, 175 acres, 100 acres, cleared.

Parcel 23. South-east part of 17 and 18, North-west bay, 200 acres, small log house.

Parcel 24. Lot 25, North-west bay, 129 acres, 60 acres cleared, leg house, frame barn.

Parcel 11. Part of 5 in the 3rd Concession of Bexley, 25 acres, no clearance.

Parcel 12. North-west parts of 16, 17, 18 and 19, North-west bay, 200 acres, small log house.

Parcel 25. South-east part of 30, North-west bay, one hundred acres, and South-east part of 31, Seventy acres, Twenty five acres cleared, no building.

Parcel 26. North-west bay, 175 acres, 100 acres,

Bexley, 25 acres, no clearance.
Parcel 12, Part of 6 in 5th Concession of Bexley, 200 acres, 60 acres cleared, good frame barn with small log house.
Parcel 13. Part of 7 in 6th Concession of Bexley, 90 acres, no clearance.
Parcel 14. Part of 8 in 6th Concession of
Bexley, 200 acres. Log House; 60 acres Parcel 15. Part of Block E, 105 acres, 4 acres ance. Parcel 16. North-West part of lots 7 & 8 | Clearance.

North West bay, about 60 acres of each, 40 | Parcel 30. Lot 34, Gull River, 94 acres, no clearance.

Parcel 26. North-west part of 32, North-west bay, 70 acres; North-west part of 33, 64 acres; North-west Part of 34, 64 acres, in all 198 acres Parcel 27. Lot 38, North-west bay, 94 acres, 16 cleared, log house, frame barn.

Parcel 28. West parts of 10, 11 and 12, Northwest bay and Gull River, 150 acres, no clear-Parce. J. Lot 32, Gull River, 77 acres, no

The Terms for the above Lots are one-fourth Cash, and the balance to be secured by Mortgage on the lands payable in seven equal annual instalments with interest at 6 per cent. per annum, payable on the balance due with each instalment.

## SOMERVILLE LANDS!

Parcel 36. Part of 25, Front Range, 68 acres.
Parcel 37. Part of 26, Front Range, 68 acres.
Parcel 38. Part of 22, Front Range, 40 acres.
The Somerville Lands are all heavily time-The terms for the Somerville lands will be one-half in cash, the balance to be secured by strange payable by two equal annual instalments with interest at 6 per cent. per annum. For further particulars apply to

W. A. SILVERWOOD, And for conditions of sale to Messrs. Beatty, Chadwick, Thomson & Blackstock,