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WALTER DARLING, Agent, Lindsay, Jan. 17th, 1884.

The Victoria Warder

FRIDAY, APRIL 25, 1884.

THE LOCAL RAILWAY QUESTION.

We scarcely thought we touched so sore a spot in the local Grit mind as we evidently did in our mild defence of Sir Charles Tupper against certain unjust accusations on the part of the Post a couple of weeks ago. It is not often that a journal is found so foolish, so easily imbecile and withal so utterly devoid of respect for the intelligence of its readers as was displayed in the columns of our contemporary, nor do we ever remember noticing so vast an amount of space taken up in begging a question it dare not or has not brain sufficient to discuss. If this poor exhibition of brain power was the united effort of the local Grit fraction of Lindsay with the very small example of the same commodity claimed by the pseudo editor himself then the Reform party of Victoria is to be pitied, and it will be some time yet before the readers of the Post can expect to receive any sense they may be entitled to for their dollar.

We cannot however allow it to creep out in this way. Mr. Post, stand up, and tell us did you not in a most unfair and untruthful way accuse the Dominion Government and Sir Charles Tupper as Minister of Railways of being the cause of the inconvenience justly complained of by the residents of Onemee and Manilla by the recent change in the location of the railway stations at these points? Did you not know you were uttering a deliberate falsehood in making these statements or were you purposely attempting to mislead the public mind with the vain hope of drawing attention from your own guilty friends? And when we had pointed out how utterly without foundation this attack was—how in fact when the right horse was saddled that it was the Ontario Government by the passage of the amalgamation bill which was the true cause of the grievance, and that it in reality was only one of many suffered by this locality through this indefensible legislation—why were we not shown wherein we were wrong? Because, Mr. Post, you cannot, any more than you can defend your own untruthful statements respecting Sir Charles Tupper. Your credulous ears can flow fast enough but our "darts" are really aimed at Mr. Dundas, and you can express all manner of compassion for him when you get cornered on your falsehoods. Yet you have not honesty sufficient to speak truthfully of him, or the Government he represents, even when there is nothing more than a forty rod road to the Manilla station under discussion, and the Onemee station is found to have been built on the wrong side of the road.

The Post attempts to show that it is not through political trickery that Lindsay finds herself in the humiliating position of to-day; that the railway scheme was entered into by the leaders of both parties, and that the business was voted for and granted by the men of one side equally with the other. This may be true to a certain extent when the interested railway promoters first began their ad-

vice with the help of Mr. S. C. Wood; but it was only on the distinct understanding that the Government of Ontario would fulfil the promise to the people made through him, as well as the pledge that it would stand between the municipalities and the railway companies in all matters where injustice was done. On this understanding first the Victoria road and subsequently the Whitty and Port Perry, both of which schemes were almost wholly at the time of a political character, were allowed to pass, and many were induced by Mr. S. C. Wood, Mr. Holden, and other prominent Reformers to support them on the strength of the pledges made by the Government through them. Did not the Honorable S. C. Wood, then a member of the Mowat Government, use his utmost influence, personal and political, to carry this vote, calling on all good Reformers to assist? These are facts well known to our contemporary, but who so doubt will deny them again as it did before. No less than \$85,000 was granted to the Victoria and \$18,000 to the Whitty road for the purpose of a competing line to the Midland; but the roads were not completed and running six months before Mr. Holden, the president of the Whitty, applied to the Midland for pooling receipts, and through the course of the Government and Mr. S. C. Wood it proved to be a worse than useless expenditure. In spite of the pledge of the Government, in spite of the promises of Mr. Wood and his friend Mr. Holden the Whitty road was permitted to become an appendage of the Midland, and the Reform members of the railway department, at the head of which stood our present local representative, subsequently sent to interview the Government concerning the outrage capped the climax by supporting and siding in the passage of the iniquitous amalgamation bill, although going with the avowed purpose of defeating it.

The Post also denies it was for political ends that this outrage on the rights of the town and county were commended. If so, what was the game sought to be played? When Mr. S. C. Wood stamped the county from one end to the other first in aid of the Victoria bonus and afterwards for the Whitty extension and made all sorts of extravagant promises in the name of the Government to induce people to vote, if it was not for political ends what did he do so for? Mr. S. C. Wood was never so benevolent as to work without recompense, any more than it is supposed the editor of the Post attended the amalgamation deputation without first securing the price of his "vote and influence." And why did the aforementioned deputation barter away all the rights and privileges of the county of Victoria in the Whitty and Port Perry railway by their acquiescence in the amalgamation project if there was no political end to serve? Was Mr. Wood also to receive his price when advocating the business and asking the town of Lindsay to show "faith in the fair play of the Parliament of Ontario?" And when Mr. D. J. McIntyre, Mr. Hugh O'Leary and Mr. F. C. Taylor, all leading Reformers, completed the business as they did so far as the rights of Manilla or any other station along the amalgamated route are concerned, if they were not working for political ends what were their after? Surely they had not their prices in their pocket, too, and were mere voting tools in the hands of an amalgamated railway formed specially to fleece the people of Victoria county?

When our contemporary again essays to discuss the local railway question we would advise it in future not to make such a fool of itself as it did last week. To deny what every one knows has been done by the Reform party of Victoria is what a lunatic would scarcely attempt; to pretend that it was not for political purposes only strengthens the opinion of many that the outrage was perpetrated by those who voted for it on the understanding of pecuniary gain. At all events the Post would do well not to drag down its political friends to the same level as itself in this important question, and when it desires to discuss it let it do so intelligently and with some regard for the honor of the leading members of its party. It has now two horses to the dilemma it succeeded in getting into last week, either that Reformers used the railway schemes for political ends or they afterwards sold themselves body and hence to the Midland railway company to defeat the very thing they are now blaming Sir Charles Tupper for not being able to do. Which will it take and which are the people more likely to believe?

Salvation Notes. Daniel Eaton, who has been reclaimed by the Salvation Army, at Kingston, was an officer in the British army, and ran through a fortune of \$25,000.

OFF ONCE MORE. Mr. S. S. Peck, the notorious, has just made his annual pilgrimage to Dakota to "finance" as usual on his Dakota farm. Mr. Peck is a cute lad and knows how to turn an "honest penny" with the best of them, even though he is a Yankee citizen and stipendiary magistrate of Haliburton. Early each spring he may be seen knapsack in hand wending his way to the western coast to patin his crops and "rusticate," then in the fall he returns to draw his salary like a little man and enjoy himself for the winter. Now and then a mandamus is issued compelling him to return and present himself in court; but this is seldom, and he generally manages in the long run to do so thoroughly digest both plain till and defendant that they are willing to suffer any wrong rather than trouble "his honor" before he is voluntarily ready to attend to his official duties, after his crops are gathered and the fall ploughing completed.

We should very much like to know how long Mr. Mowat intends to permit such doings as these in the county of Haliburton? How long is the public money to be used in subsidizing Yankee adventures merely because they have been found in former times ready to do the dirty work of the Grit party of Ontario in these districts? Such an exhibition as this has never been seen anywhere or in any country where an alien can hold a public office and attend its duties only when business in his own country permits of spare time. It is surprising, too, that the people of Haliburton should have submitted tamely to the injustice so long when they could demand and compel his removal whether Mr. Mowat will or no. It is well known that he is a defaulter to the county he presides over; that he has never repaid it, although he has promised to do so, and that he cannot therefore as an ambassador of public funds legally take his seat on the bench. Then why does the council of Haliburton permit of his doing so or permit of his residing in their midst till the debt is paid? As guardians of the public funds do they not know it is their duty to recover the amount or punish the culprit, and their not doing so makes them equally responsible for the amount of the default? A move should have been in this matter long ago. Let S. S. Peck either pay his defaultations to the county or compel him to give way to a more capable and it is to be hoped a more honest magistrate. The present magisterial force has been carried on long enough, and farming in Dakota is evidently more to his taste.

Chief Justice Sprague died on Sunday morning from congestion of the lungs and bronchitis. He was a most able, pains-taking and experienced judge, and most highly respected in his capacities of judge and citizen. He was in the 78th year of his age. He was appointed Vice-Chancellor in 1850, Chancellor in 1869 and Chief Justice of the Court of Appeal of Ontario in April 1883.

HEAVY FIRE. THE LORETTA CONVENT BURNED. Yesterday shortly before 12 noon clouds of black smoke were seen issuing from the roof of Loretta convent, which told only too plainly a hot fire had broken out somewhere in the top story of the building. The firemen were quickly on hand, and in a very few minutes the long hose from the hydrant on the corner of Ridout and Mill street was laid to the building. Unfortunately the hose burst with the pressure of water at first, but was soon repaired, and in a very short time a powerful stream was playing on the building, although so great a distance away. While the firemen went to work like men the crowd that began to collect from every part of the town assisted in carrying out the valuable furniture in the lower flats to a place of safety.

When discovered the fire had made such headway before the firemen could arrive that it was extremely difficult to locate it owing to the dense smoke, but so energetically did they work that for over an hour they succeeded in holding the fire in check. But the wind rising for a moment fanned the flame, and nothing could be done except to turn the hose on to the church roof for a minute or two and then keep the fire in check in the main building as much as possible with a view of saving the south wing and saving the brick walls if possible entire. This was managed at last after some eight hours of the most severe and arduous firemen accomplish, and on two or three occasions as the imminent risk of their lives from the burning roof and ceiling. The bare walls now stand entire and the south wing was saved, but all else of the beautiful convent building has disappeared.

It was well that the fire occurred in the day time instead of at night. The regular attendance of young lady scholars we believe is somewhere between one hundred and one hundred and fifty, counting day scholars, and their danger in such a case would have been very great. As it was the quiet self-possession of the lady superior and her lady assistants prevented anything like a panic, and escaped from danger without the slightest mishap or accident.

The Railway Question. (To the Editor of the Warder.) Sir,—As the Post has this week dragged my name (needlessly I think) into an article on our local railway situation permit me a little space in your columns to state how I stand in that connection. First, referring to the bonus of \$85,000 voted by the town of Lindsay to the Victoria railway. I did not vote for it, nor take any part in the agitation. Then as to the \$18,000 given by Lindsay to the Victoria and the Whitty road from Port Perry. I took strong action against it, not simply as the Post says in conjunction with the Whitty road, but at that time I had no connection with it, but on the ground that it was a waste of money on the part of the town, an expenditure unwarranted and useless. I was opposed to it by the Whitty road, together with the Provincial Government bonus, the owners would without any considerable expenditure of their own bring the road to Lindsay and make their worthless property valuable. My objection was not only misrepresented by the Post and other strong advocates of the bonus, who used every political and other means to carry the by-law, and how well it succeeded in inducing almost every Grit in the county to vote for it, together with the Provincial Government bonus, the owners would without any considerable expenditure of their own bring the road to Lindsay and make their worthless property valuable. My objection was not only misrepresented by the Post and other strong advocates of the bonus, who used every political and other means to carry the by-law, and how well it succeeded in inducing almost every Grit in the county to vote for it, together with the Provincial Government bonus, the owners would without any considerable expenditure of their own bring the road to Lindsay and make their worthless property valuable.

As to the amalgamation, as I opposed the bonus to the Whitty road so I favored the amalgamation. In this, sir, I understand you and I differ, but the only above our party have the courage of their convictions, and frequently oppose each other on matters not considered essential, while our opponents link personal, local and municipal interests all with the one great political goal, and cannot understand that we have independence and patriotism enough not to do the same.

Sir, as the Post now knows, my connection with municipal and railway matters has been free from politics. I wish this were more general. All through my election in 1883 and again in the Local election of 1883 I studiously avoided both these subjects, when out of my railroad connection I might have had I so wished made capital. I wish those who differ from me politically could say the same.

School and Salvation. (To the Editor of the Warder.) Sir,—Having made it a maxim in my life never to interfere in that which does not concern, and noticing from time to time letters on the above subject in the columns of your contemporary I held aloof and did not interfere. But now I deem it my duty to reply to an article in your last issue under the above heading, signed "Thos. Fe." Mr. Fe seemingly from the pith of his communication takes advantage of the occasion as a means to strike in the back and so disable the one who does not hold his views, and also of siring his own personal classical qualifications, stating, "I have been accused of being the Ops Farmer writing against the Army." Some wage knowing his weakness probably gave him some taffy to masticate. Poor, deluded fellow! Ops Farmer's communications, Fe like, do not save of scepticism. He concludes by calling the attention of the public to the superabundance of oat he has in possession. Certainly Mr. Fe can whine. He is at present whining or ranting to be thought heroic among the rowdy element he takes so much notice of. The Lindsay public will certainly be obliged to him for his ideas as to their children's welfare, both in this world and that which is to come. Might we suggest that they ought to employ their philosophical friend to train their children in the way they ought to go in wisdom's way. He seems to think he is able for the occasion, but does the Lindsay public think so? Are they prepared to accept the consequences of Mr. Fe's views on the late hours will bring to many a name in Lindsay. Truly, if he offers himself as the standard of morality Salvation Army soldiers are to be judged by the effect will be serious. He says the actions of the Salvation Army are the most of more rowdiness. In the Salvation Army because it is doing good in its own way and in opposing elements such as include your correspondent fighting against it to be blamed for this? I say God forbid. Go to the Salvation Army. God is with you. Infidels are crying out. Make them squeak again. Lindsay boys, you have been accused of rowdiness by the redoubtable Mr. Thos. Fe. Consider where it has come from. I am, etc. SEOTTIE.

Kimmont, April 21st, 1884. A society has been formed in Toronto called the "Toronto bald-headed men's association." There are already fifty members. The objects are for the general and social benefit of members, and for protection against unfair criticism in connection with their attendance at places of amusement.

M. O'Hellern, Lindsay, butcher, for Easter purchased from Mr. Jas. McKay, of Harrison, lot 15, on 15, two steers, one weighing 1250 lbs and weight 1,600 lbs and the other 710 days old and weight 1,600 lbs. They drew 2,000 lbs. They were admitted by practical butchers and stock breeders to be the best between London, Ont., and Montreal. Who can show better beef?

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Choice and Cheap Dress Goods. Select Dress Trimmings. Prime value in Black and Coloured Dress Silks. Our large and elegant display of Prints. F. W. Ashton & Co.'s Celebrated Prints at 10c. per yard. Special value in White and Grey Cottons. A full yard wide heavy clean Cotton at 6 cts. per yard. "The lowest notch price" in General Dry Goods. The largest and most varied assortment of Tweeds. Special importation Fancy Worsteds, confined to ourselves. Always something fresh, desirable and cheap in Pantings. Using only first-class Trimmings in Ordered Clothing. "The Famous Cutter," Mr. J. P. Sutherland. The most skilled workmen in the manufacture of Clothing. Perfect fitting garments "to be had only from us." An AI stock of Gents' Furnishings. Being the centre of gravity for Gents' Fashionable Hats. Being alive to the requirements of our customers. Being strictly attentive to our business. Carrying out all we advertise. We invite you to come and be a Purchaser of NOTED Dry Goods and Clothing, from the Firm of Bradburn & Co.,

Next door to Jewett House, Kent St., Lindsay. CASH PAID FOR EGGS.

LINDSAY WOOLLEN MILLS.

Headquarters to sell or trade your Wool, or have it made into goods at the following prices for manufacturing:

Table with 2 columns: Item and Price. Grey Full Cloth... 35 cts. per yd. Check Full Cloth... 40 cts. per yd. Tweeds from... 40 to 45 cts. per yd. Twill Flannel, yd. wide, we furnish Warp... 25 cts. per yd. Check do do do 28 cts. per yd. All Wool Check Flannel... 25 cts. per yd. Union Check Flannel... 20 cts. per yd. Our Celebrated All Wool 10 lb. White Blankets... \$3.00 per pair. Union All Wool White, all weights... \$2 to \$2.50 per pair. Grey Blankets, from... \$1.50 to \$2.50 per pair. Stocking Yarn, 2 or 3 ply, twisted, 20 cts. per lb. Reeled Yarn, for Weaving... 15 cts. per lb. And other Goods equally low.

I will allow a DISCOUNT OF 5 PER CENT. off the above price list on all orders booked before the 1st of August. I do this to get your orders early, so as to know what to make, and also have goods ready when wanted.

I will pay freight to mill on all lots to manufacture of 40 lbs. or over. This does not apply if to be Carded only.

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CHOICE FRUITS. Finest Vega Raisins, superior Dehesa Raisins, Black and Blue Basket Raisins, London Layer Raisins, Valencia and Sultana Raisins. Figs in boxes and matts, Dates, &c.

FISH. No. 1 Labrador Herrings, No. 1 Salmon Trout, inspected, Lake Huron Herrings, 1/2 bbls., Finnan Haddie, Boneless Fish, &c. Canned Fish, Salmon, Lobster, Mackerel, Sardines, &c.

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