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T. B. DEAN, Acting Agent.

The Victoria Warder

FRIDAY, MAY 9, 1884.

THE LOCAL RAILWAY QUESTION.

In reply to the wanton attack on Mr. J. N. Dundas, M. P., by the Post last week Mr. Dundas hands us the following letter:

(To the Editor of the Warder.) Sir, - In my former letter, which the Post was good enough to publish, I said, referring to the bonus of \$85,000 voted by the town of Lindsay to the Victoria railway, "I did not vote for it because I was not in the Legislature."

To this the Post referring says: "We are informed Mr. Dundas was an active local supporter of the first two Victoria railway bonuses, and in the town council which honorable body he then advised, he seconded Mr. John Dobson's resolution for the passage of the by-law almost unanimously adopted by the ratepayers."

The by-law granting aid to the Victoria railway was introduced into the council by Mr. Molanana and seconded by Mr. Matthews on the 20th April, 1874. I was not a member of the council that year. I therefore repeat I took no part whatever in promoting or supporting the \$85,000 granted to the Victoria railway, nor did I vote for the by-law.

Then regarding the bonus of \$85,000 for the extension of the Whitty road to Lindsay, the Post says impudently: "To this I will only say he is as wide of the mark in judging my motives as in stating the facts. I am quite willing to let my course at that time in the light of events since transpired speak for itself."

As to the wisdom of the town in contributing to that project as a Lindsay business man I take direct issue with the Post. The town receives no trade by the construction of the road that it did not get before, and it lost, by diversion to other points, much that it before enjoyed. We actually paid our money (as far as business in Lindsay is concerned) for what did us much harm.

But as I have no desire nor shall I permit myself to be drawn into a controversy with the Post, which until now has generally acted kindly towards me, I will only add that he is particularly unfortunate in his ground of attack on my course in the House. I shall be prepared at all reasonable times to defend this and all other votes I have given; at present, however, I think it only necessary to say on the occasion referred to—the vote on the railway subsidies—the Government got the largest majority it received on any vote during the present Parliament. No less than twenty of the members of the Opposition in this case voted with the Government; the vote stood 128 against 85. When therefore the Government which I was elected to support introduced measures so good as to compel their opponents to support them I think I am safe in saying I would be untrue to my trust to do otherwise.

tion. The more it discusses it the bigger fool it appears to make of itself and the more it shows the rottenness of its platform. It first began on Sir Charles Tupper, beaten in that it turned on Mr. Dundas, and is now about as badly whipped as ever it was in all its checkered history.

In weak reply to us last week calls for little space. It denies that its friends and itself were purchased in the course they took in the amalgamation scheme, so it is evident that it was commiserated for political purposes alone. But what does it care for the enormous railway debt of the town or the grinding monopoly of a railway corporation so long as it does not "compromise the Government?"

THE FIRE SYSTEM.

In view of the promised meeting of the council and others at an early day to take into consideration our fire system the letter published elsewhere may be of some interest and suggest other ideas on the subject. The letter in question was written to the chairman of the fire committee at his suggestion, when the time of the council on Monday would not permit the gentleman to be heard, and he in turn handed it to us to lay before the public. We therefore give it for what it is worth. It no doubt contains much practical knowledge and looks very practical on paper, whether it can be made to work as well as he says in connection with the waterworks remains to be seen.

It is very possible that Mr. Ronald's theory respecting the mains may be correct, but a steam fire engine practical men inform us is not likely to remedy the difficulty to any great extent. There is ample power for all purposes so long as the water in the river keeps high, it is when the river becomes low the trouble begins. A steamer then would be of little service except near the river where water could be easily pumped up. But to have an engine without the necessary water tanks would only leave us in the same fix as we now are in having a water system without sufficient power.

If Mr. Ronald claims a steam fire engine can take water from the nearest hydrant and throw it half a mile in any direction his scheme would be worthy of consideration when an extension of the fire range is made. But what is first required is adequate power for the present extent of the system at all seasons and under all circumstances. When this is accomplished an extension as much as is practicable doubtless will be made, if not by extension of the present system of pipes possibly in the way Mr. Ronald suggests.

EDITORIAL NOTES.

At a crowded meeting of Scott Act opponents at Barrie, Mr. E. King Dodds and others delivered addresses. A determination was formed to win, and a large sum of money was subscribed to bear the legitimate expense.

The Winnipeg Times asks, "Has Mr. Blake resigned?" No, he has not resigned, nor is he likely to do so. That is not the way the Grip get rid of a leader when they have tired of him. They hold a little caucus, appoint a new man, and the old leader is unceremoniously "fired."

The alleged connivance of the Ontario Government in the plan of dynamite about the legislative buildings, to afford a pretext for employing political supporters as detectives, watchmen, etc., excites no little laughter at their expense in American journals. As the cartridges used were known as "Stump destroyers" only, it is probable they were relics of the late Algonia stage.

Another lot of actions at law have been commenced against the Canadian Pacific Railway company on behalf of the disappointed workmen who were sent to the North of Lake Superior to work on the line. Upwards of 254 actions altogether have been taken out in Montreal, and 340 in Quebec, all of which were settled at an average of \$50, including costs and debt.

The prospect for shipping outfit to England from Montreal are good for the season commencing for navigation. Some steamship companies have all their freight room engaged by cattle exporters for months to come as four pounds sterling per head, which is considered a fairly remunerative rate. It is expected that the export of live stock this year will be in excess of any previous, and will compensate in some degree for the falling off in grain shipments.

There is every prospect of the Scott campaign being fought out on a bitter basis during the coming summer. The temperance advocates are getting their forces together for united action, and the liquor men on the other hand have funded something within the vicinity of \$50,000 for the purpose of offering a determined resistance. It is difficult to conjecture what the result will be, but it is quite apparent that the growth of a temperance sentiment has been more hurried than at any time perhaps in the history of Canada. How far that sentiment will shape the action will be watched with great interest, because of the bearing it must necessarily have on the future of the liquor trade for revenue purposes.

It is not probable that the reward offered by the Ontario Government for the conviction of the parties who planted the dynamite cartridges in the legislative buildings will ever have to be paid over. The more the matter is coolly considered the stronger becomes the impression that the affair was a job, put up with some other than a serious intent.

It is stated that there is likely to be a petroleum boom at Three Rivers, Que., as strong evidence is manifested in several counties around that progressive town where all springs exist. The official report of the late Sir William Logan and several living geologists indicate the existence of petroleum all along the north shore of our great river from the capital to Montreal. The provincial mining engineer has surveyed the lands specially for oil to take place so as to test the gas now being emitted from the ground. A company with \$10,000 he thinks would be well rewarded for its enterprise.

About one thousand immigrants arrived in Montreal on Thursday evening and Friday morning. Half the number were Germans and Poles, and the remainder English and Scotch. The British were a couplet class of farmers and farm laborers, with a few mechanics and some servant girls. About one hundred and fifty of the British immigrants remained in Montreal, chiefly farm hands, whom the Government agents soon provided for in that neighborhood at good wages, the demand being greater than the supply thus far. The agent remarked that he could find situations for any number of female servants that may offer, as the demand is unlimited. About four thousand immigrants are expected to arrive this week.

The results of the Easter examination at the Ontario agricultural colleges are published. From the list it may be learned that of ten first year students who passed in all subjects six only are residents of Ontario; one is from Nova Scotia, one from Quebec, and one each reside in England and Ireland. Of thirteen second year students who passed a similar examination eight belong to Ontario, two reside in England, one in New Brunswick, one in Nova Scotia, and one in India. The residences of the great majority of the students are not given; but it is reasonable to suppose that the proportion of "foreign" students who are being educated at the expense of Ontario obtains throughout the entire list. Thus, it will be observed, that forty per cent. of the students at the Ontario agricultural colleges are children of people who have no interest whatever in Ontario, and who do not pay one cent of the taxes, a large portion of which are swallowed up in the support of the college. And, inasmuch as a large proportion of the students whose parents reside in Ontario take their knowledge with them, on graduating, to Manitoba, and to Mr. Egan's Dutch settlement, the great benefit which the college brings to Ontario will be evident at a glance.

The Peterboro Review would like to know where the commission is that Mr. Mowat was going to appoint to try the facts in the case in which Messrs. Fraser and McKim, Dowling and Balfour conspired with himself to procure bribery. In a law court the mouths of those whom he was thus endeavoring to outstep are necessarily closed, while the previous hand of informers, informers to crime and perjury, will have full scope, uncontradicted, except by their own varying account. Mr. Mowat may hope thus to snatch a verdict from which he may make political capital, but he dare not set in motion his commission, which would take evidence from all sources, and before which award revocations might be made of the proceedings of his employees and especially of "one Lynch"—the supplier of the money—about whom the Attorney-General is so well informed, and who is now shrewdly suspected of being a defective in his employment. Our contemporary doubts, indeed, if Mr. Mowat will ever venture to allow the commission to investigate his doings and those of his colleagues. We know how by the withholding or the destruction of documents, by discreditable legislation, and every possible dishonest device, they have impeded inquiry into their frauds in Algonia.

The building of the Canada Pacific railway through the mountains has already given a "boom" to mining operations, opening up a region known to be fertile in minerals, and which has been inaccessible hitherto, by reason of the great difficulty and expense of carrying in supplies. Prospectors are now going daily from the summit through the Klondike Home Pass and across the Columbia River into Selkirk Range. Gold deposits abound in the Selkirk Range all the way from the northern end of the Columbia as far south as the Kootenay River, but it is said they are richest on the Illecillewett and its small tributaries. During the gold excitement of 1864 there was a rush made for this region, and some money was made by lucky ones. There were no roads but the mountain paths made by wild animals, and the freight was a dollar per pound, a rate more than the miners could stand, and so they had to abandon their claims. The introduction of a railway will remedy this, and it is estimated by the Winnipeg Sun that before the end of the year

the Selkirk Mountains will probably contain more camps than were pitched there during the main twenty years ago.

Among the possibilities at an early day is the introduction of the Scott Act in this county. Already the question is beginning to be discussed, and local temperance organizations commiserated with concerning it. We hear also the rumor from Peterboro county. The prohibition people all through the province evidently intend to see this year how far they can go towards a prohibitory liquor law.

Steam Fire Engine.

The following letter was handed us by the chairman of the fire committee with a request to publish:

To the Chairman of the Fire Committee, Lindsay:

Sir, - I have visited your town with a view of discussing more efficient fire protection. Having the last three years given the matter our sole and whole attention and from our large and varied experience we volunteer to show you our present necessities. Within the present prescribed limits your waterworks are very good, but to undertake a larger extension of mains it would be found the present mains are much too small in diameter, because in forcing water through small pipes long distances the friction to overcome in passing at great velocity absorbs the power and so greatly reduces the pressure as to render it almost a gas in steam. The force of the steam is what kills a fire, and must be thrown with such force as to quickly drive out a fire. So that to extend your mains would reduce the pressure so much as to render a stream of water of little force unless you enlarge the mains on main street say to ten inches in diameter and also enlarge the capacity of your pumps in proportion.

To make them available in low water you require to have steam power with a boiler filled with copper tubes to enable you to raise steam in six or seven minutes. Then you could use the present six inch mains on the main street to extend to your suburbs. By this plan you would have a good system and protect the greater majority of the houses in your town. This would require an outlay of from fifteen to twenty thousand dollars, and to have piston pumps as more durable, powerful and positive than the rotary pumps which you now have.

But a much cheaper auxiliary to your present system can be adopted and will more fully cover all and more ground, be more universal, and throw positively far more effective streams and with greater force at a very much less cost, viz.: a steam fire engine. A medium sized steamer with steel boiler containing 253 seamless copper tubes can raise steam from cold water in five to seven minutes, could take water from any of your hydrants, and throw strong jets of water from a distance on top of a three story building. While able to do this large work the engine is also so light in draft that eight or ten men can run with it on a trot to fire—lighter indeed and easier handled than the present hand engine—and when going to the fire with reels and engine steam is raised and the engine is always ready to quickly start on the scene. This, etc., is your best, most effective and by far the cheapest plan to improve your present system, and being so portable will thoroughly protect every house in your town, as it contains all your present and future requirements for fire protection, quickness, great power, durability and cheapness.

Very respectfully yours, JOHN D. RONALD, Of Steam Fire Engine Works, Brantford, Ont. Lindsay, May 6th, 1884.

COMMERCIAL.

Table with market prices for various commodities like Wheat, Flour, etc.

GRAIN & WOOL

Highest Cash Price BARLEY, WHEAT, PEAS & OATS AND WOOL. W. D. MATTHEWS & Co. Lindsay, March 1, 1883-1884.

MAMMOTH DRY GOODS & CLOTHING HOUSE OF LINDSAY.

NOTED FOR 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 A1 stock of Gents' Furnishings. Being the centre of gravity for Gents' Fashionable Hats. Being alive to the requirements of our customers. Carrying out all we advertise.

We invite you to come and be a Purchaser of NOTED Dry Goods and Clothing, from the

NOTED Firm of Bradburn & Co., NOTED

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

Our Spring Goods!

ARE COMING TO HAND,

And we commence to open out this and each following week one of the rarest and choicest assortments offered for the inspection of our customers since we had the pleasure of commencing business in this town.

To say that the goods are first-class would not convey all that the statement means. They need to be seen and worn, and then allowed to speak for themselves.

We shall not attempt at present to give a description of the styles and qualities, as it would be premature, and defer that until we have all opened out for inspection, when the real magnificence of the goods can be realized.

Remember this is the place for more than value in the TRUNK, SACHEL AND VALISE TRADE.

TERMS CASH.

L. MAGUIRE.

SPRATT & KILLEN

Having decided to CLEAR OUT their large stock of

CROCKERY,

Glassware and Table Goods

Will offer special inducements to all buyers during the present month.

We mean what we say. Our crockery shall all go at less than

COST FOR CASH,

For we must have it cleared out this month.

A SPLENDID ASSORTMENT OF LAMP GOODS must also go with the Crockery, and will be sold out at once regardless of cost.

TEAS & SUGARS.

OUR WELL KNOWN AND FAVORITE BRANDS. NEW CONSIGNMENTS TO ARRIVE THIS WEEK.

Call and make your purchases while we have them—they do not last long.

Spratt & Killen. Lindsay, January 17th, 1884.