

## LEGAL, &c.

**MARTIN & HOPKINS,**  
BARRISTERS, SOLICITORS, &c. Mo-  
ney to Loan at 6 per cent. Office,  
Kent street, Lindsay, Ont.  
P. S. MARTIN. G. H. HOPKINS.

**F. D. MOORE,**  
BARRISTER, ATTORNEY, & SOLICITOR  
and Notary Public. Money to Loan.  
Office, Kent street, Lindsay.

**HUDESPEETH & JACKSON,**  
BARRISTERS, SOLICITORS, &c. Of-  
fice, William street, Lindsay.  
A. HUGHES. A. JACKSON.

**O'LEARY & O'LEARY,**  
BARRISTERS, ATTORNEYS-AT-LAW,  
Solicitors in Chancery, &c. Office,  
Doherty Block, Kent street, Lindsay.  
ARTHUR O'LEARY. HUGH O'LEARY.

**M. SHEPPARD,**  
BARRISTER, ATTORNEY & Conveyancer,  
McArthur's Block, Colborne street,  
Fenelon Falls. Money to lend on real  
estate.

**MCINTYRE & STEWART,**  
BARRISTERS, ATTORNEYS-AT-LAW,  
Solicitors in Chancery, &c. Lindsay.  
Office over Ontario Bank, Kent street. Mo-  
ney to Loan at 8 per cent. on real estate  
securities.  
D. J. MCINTYRE. THOS. STEWART.

**WM. McDONNELL, JR.,**  
(Late Ketchum & McDonnell),  
BARRISTER, ATTORNEY, SOLICITOR,  
Notary &c. Money to Loan. Office on  
Kent street, Lindsay, Ont.

**J. B. DICKSON, B. A.,**  
BARRISTER, ATTORNEY, AT-LAW,  
Solicitor in Chancery, Conveyancer,  
&c. Office, Doherty Block, Kent street,  
Lindsay. Money to lend at 8 per cent.

**ALEX. A. McDONALD,**  
ATTORNEY-AT-LAW, Solicitor in Chan-  
cery, Conveyancer, &c. &c. Strict at-  
tention given to applications for Patents  
of Invention from Crown Land's Department.  
Money to Loan on Mortgage Security on  
terms to suit borrowers. Office, Colborne  
street, Fenelon Falls.

**JOHN A. BARRON,**  
BARRISTER-AT-LAW, Lindsay. Office  
on Kent Street, next door west of Keith's  
Agricultural and Implement Store.

## MEDICAL.

**A. W. J. DEGRASSI, M. D.,**  
Physician, Surgeon, &c. &c. Resi-  
dence, Brick Cottage, Wellington  
street, Lindsay.

**WM. KEMPT, M. D., C. M.,**  
GRADUATE of McGill University, Mon-  
treal, and Provincial Licensee, Physi-  
cian, Surgeon and Obstetrician. Medical  
Refugee to the Standard, Phoenix, Connecti-  
cut Mutual, and Equitable Insurance Com-  
panies. Office and residence, in the house  
lately occupied by Rev. Father Stafford, at  
the corner of Lindsay and Rus-  
sell streets, Fenelon Falls.

**DR. A. WILSON,**  
M. B. UNIVERSITY of Trinity College,  
M. D. University of Toronto. Memb.  
Col. Phys. and Surg., Ont. Physician,  
Surgeon and Acceptor. Office, Colborne  
street, Fenelon Falls.

**DR. J. H. LOWE,**  
PHYSICIAN & SURGEON. Corner for  
the Provisional County of Hamilton.  
Office and residence in Mr. Thomas  
Harris' house, Francis Street East, Fenelon  
Falls.

## SURVEYORS.

**JAMES DICKSON,**  
L. S. Surveyor, Commissioner in the Q. B.,  
Conveyancer, &c. Residence, and ad-  
dress, Fenelon Falls.

## MISCELLANEOUS.

**SECOND DIVISION COURT IN  
THE COUNTY OF VICTORIA.**

The next sittings of this Court will be  
held on Wednesday, August 31st, 1881.  
GEO. CUNNINGHAM, Clerk.

**JAMES J. POWER,**  
LICENSED Auctioneer, Accountant and  
General Commission Agent. Collect-  
ing accounts a specialty. Office, Fenelon  
Falls, Ont.

**S. JOHNSON,**  
AUCTIONEER. Village Property and  
Farm Sales a specialty. Notes, Ac-  
counts, Rents &c. collected. Office and  
residence on Bond street, Fenelon Falls.

**6. PER CENT. 6.  
MONEY TO LEND**  
at 6, 6 1/2 and 7 per cent., according to secu-  
rity, on Real Estate mortgages.  
Apply to

**JOHN A. BARRON,**  
Solicitor, Lindsay

**J. NEELANDS,**  
DENTIST, LINDSAY.

One of the firm will be at the  
McArthur House, FENELON FALLS,  
on the third Monday of each month. Teeth  
extracted by laughing gas without pain or  
injury, or no charge will be made.  
Office established in Lindsay nearly  
fifty years.

**\$50,000 TO LEND**  
AT 8 PER CENT.,  
with the privilege of paying off in full or  
by instalments at any time. Mortgages  
bought.  
J. E. DIXON,  
Barrister, &c.  
Office Doherty Block, Kent street,  
Lindsay.

**MONEY TO LOAN**  
On Real Estate at Eight per cent. Private  
Funds. Interest payable at Lindsay. No  
Commission charged nor Deposit required.  
Expenses very small. Apply to

**E. D. ORDE,**  
Office, McDonnell's Block, Kent  
street, Lindsay.

**JOB PRINTING.**  
If you want Job Printing neatly executed,  
free from errors, and at reasonable prices,  
send it to the Fenelon Falls Gazette office.

Hurrah for Reapers, Mowers & Sub-  
ject. The best and cheapest in the  
market—Mason's manufacture—to be seen  
at Robson & Robson's Cameron Lake Foundry,  
Fenelon Falls. The leading farmers  
of North Victoria will testify to their supe-  
riority over all others that they have ever  
tried.—11-t.f.

## J. BRITTON, WATCHMAKER, JEWELLER & ENGRAVER,

dealer in  
**Clocks, All Kinds,**

30 day, 8 day and 30 hour, Alarm strike, &c.  
**AMERICAN WATCHES,**  
the Best and Cheapest,

**IN SILVER AND GOLD CASES**  
in the newest styles and at lowest prices.  
Persons sending watches from a dis-  
tance for repairs, can have the amount of  
work and price reported on their consid-  
eration, and as I do the work myself, can  
depend on having it done satisfactorily.

Britton's Block, foot of Kent St., Lindsay.

## ONTARIO BANK.

Capital ----- \$3,000,000.

President ..... Sir W. P. Howland.  
Vice-President ..... C. S. Gzowski, Esq.  
General Manager ..... D. Fisher, Esq.  
LINDSAY BRANCH.

Drafts bought and sold on all points in  
Canada, United States and Great Britain,  
and general banking business transacted.

## Savings Department

RE-OPENED.

Interest allowed on deposits of five dol-  
lars and upwards.

S. A. MCMURTRY,  
Manager.  
Lindsay, Feb. 16th, 1881.

## The Fenelon Falls Gazette

Saturday, July 23rd, 1881.

## President Garfield.

We are glad to see by the latest re-  
ports that President Garfield is steady-  
ly improving, and that he is now so far  
out of danger that his recovery from the  
effects of the wound inflicted on him on the 2nd inst. is only a question  
of time. The report that he received  
two wounds proved incorrect, as the  
first bullet only cut his clothes; but  
where it went was a mystery until the  
other day, when it was found in a  
box carried by a glazier who was in the  
railway depot when the crime was per-  
petrated. The attempt upon the life  
of the President is likely—should he  
suffer no permanent consequences—to  
be a good thing for himself and the na-  
tion, as the \$250,000 to be raised by a  
sympathetic people will place him per-  
manently beyond the reach of pecuniary  
embarrassments, and the universal dis-  
gust and horror caused by the crime  
will probably lead to the abolition of  
the evil features in American politics  
which were undoubtedly the cause of it.

## The Trent Valley Canal.

We have before us a long letter on  
the subject of the T. V. C. by J. H.  
Brook, Esq., of Peterborough, and  
which was published in the Montreal  
Herald in August last. Mr. Brook  
speaks of the contemplated canal as "one  
of the most important commercial pro-  
jects ever set on foot in Canada;" he  
shows that nature has nearly built the  
canal, there being only a few inexpen-  
sive connections to make continuous na-  
vigation from the Georgian Bay to the  
Bay of Quinte. Lake steamers now  
ply on Rice, Sturgeon, Cameron, Che-  
nong, Simcoe and Couchiching Lakes,  
and on the Trent and Otonabee Rivers.  
Mr. Brook shows that 136 miles of the  
canal are already in successful opera-  
tion. He also deals with the report of  
the survey made by Mr. Baird in 1836,  
which shows the feasibility of the enter-  
prise, and the arguments made use of  
then by Mr. Baird for its necessity are  
of a hundred fold greater force now  
than they were then. By the Trent  
route would be avoided the dangerous  
navigation of Lakes Erie and Ontario,  
and the St. Clair Flats, where, it is cal-  
culated, \$1,000,000 worth of shipping  
is lost every year, and the distance  
from the Georgian Bay to Montreal  
shortened by 261 miles. Mr. Brook  
also deals with Mr. Kivas Tully's re-  
port, which shows that the "Trent route  
has the advantage of distance both to  
New York and to Montreal, being 335  
miles shorter to New York than the  
Buffalo route, and 358 miles shorter  
than the Welland route." Mr. Brook  
shows also clearly that it would be a  
paying enterprise, and that the water  
supply is now abundant, and can be  
made by natural reservoirs inexhausti-  
ble. Mr. Brook concludes his letter by  
an extract from an address by the Hon.  
Wm. J. McAlpine, the principal engi-  
neer of the United States, on the open-  
ing up of the interior navigation by the  
Eric Canal system, and giving some  
idea of the advantages of canal facili-  
ties for commercial purposes, which we  
quote entire—  
"The natural advantages of this in-  
terior district, situated at from one to  
ten thousand miles from the ocean, would  
have been almost valueless, except for  
the magnificent navigable water lines  
which surround and penetrate it, and  
furnish so cheap a trade port for the  
immense commerce which has grown  
up between it and the great markets of  
the world. Seventy years ago this re-  
gion contained only straggling farms and  
trading posts, and now it has nearly  
one-third the population of the nation.  
"The Erie Canal now conveys one-  
fourth of the whole of the exports of  
that vast interior region which I have  
already described, and as much of it  
during its six months of uninterrupted  
navigation as all the other trunk rail  
ways together during the same time.  
Every canal-boat which comes to this  
city (Albany) with an average cargo is  
more than the average of the New York  
Central Railroad trains. In the busy  
canal season more than one hundred  
and fifty such boats come daily to tide  
water, and the New York Central never  
receives thirty trains a day.  
"Such a canal traffic would make  
more than twenty miles of railroad cars,  
and there is neither room nor conveni-  
ences for discharging one-fourth of that

number. \* \* \* Canal business pro-  
ceeds methodically, and gives no idea  
of its great volume. Nor is this ap-  
preciated till some stoppage occurs, and  
then a delay of 24 hours will accumu-  
late hundreds of boats, enough to fill  
the Central track half way from New  
York to Utica."

## Fire in Fenelon Falls.

About 5 o'clock on the evening of the  
13th inst. the sawmill on the north  
bank of the Fenelon River, nearly op-  
posite Greene & Ellis's mill, was destroy-  
ed by fire, together with the black-  
smith's shop, the boarding house, two  
sleeping houses and two stables, but  
three or four buildings which were situ-  
ated a little nearer the bay escaped.  
There were no incidents to relate, as  
the mill has been idle and the point  
upon which it was situated uninhabited  
for a long time, and the distance from  
the village and the impossibility of sav-  
ing anything prevented any one but the  
caretaker and two or three other per-  
sons from going to the scene of the fire.  
The mill and all the surrounding build-  
ings were owned by Mr. George Hill-  
liard, of Peterborough, who will be a  
heavy loser, as we understand there was  
no insurance whatever. It was rented  
last year by Messrs. McArthur & Thom-  
son, who are now building a mill of  
their own, and, failing to obtain other  
tenants, it was the intention of Mr.  
Hilliard to put in two or three circular  
saws and set a small gang of men to  
work making shingles. The few re-  
maining buildings are now useless, and  
will rot where they stand unless they  
are sold for a trifle and pulled down,  
which will probably be done, as they  
contain a large quantity of lumber in  
good condition. The fire—which broke  
out a few minutes after the steamer  
Ontario passed, and is believed to have  
been caused by a spark from her smoke-  
stack—soon spread to the adjacent  
woods, where it has been alternately  
smoldering and breaking out ever since,  
to the imminent danger of several farm-  
ers' crops, though we have not yet  
heard that it has done any serious  
damage.

## Condensed News.

—A seven pound bass, the largest  
ever registered at Bobcaygeon, was  
caught one day last week by Mr. Kidd,  
a visitor at Orr's temperance hotel.

—A few days ago John Nolan, an  
idiot in the Orillia Asylum, attacked a  
keeper named Duffy, striking him so  
furiously a blow on his head with a hoe  
that it is feared the injury will prove  
fatal.

—Cook's saw-mill in Midland is now  
lighted by sixteen electric lamps, and  
the engine, machinery &c. necessary to  
supply them cost nearly \$5,000. The  
Argosy says that on dark nights the  
sight is so grand that people go long  
distances by excursion and otherwise to  
see it.

—A boy who saved a train on the  
Midland Railway from running into a  
fallen tree is to be substantially re-  
warded by the President of the com-  
pany. The 160 passengers on the train  
generously made a collection for him on  
the spot, and presented him with the  
magnificent sum of eighty cents.

—Mr. Isaac Lawson, near Perry-  
town, has a tree known as the flowering  
mistle, or tulip, over thirty feet high,  
in full bloom and covered with the most  
beautiful foliage. The Port Hope  
Guide says it is the only instance known  
of one of these plants assuming such  
proportions.

—Lindsay is hankering after manu-  
factories, and a number of the leading  
citizens interviewed the new proprietors  
of the Victoria Railway at the Benson  
House a few days ago to see what could  
be done. The *Warder* says "all came  
to the conclusion that Lindsay was a  
suitable place for car works and a found-  
ry," and it was finally decided that  
the committee should ascertain what  
the town would do in the way of land  
grant, bonus and exemption from taxes.

—On the evening of the 13th inst. a  
saw-mill in Lindsay known as the  
"Yankee Mill" was destroyed by fire,  
and two cars loaded with tan-bark  
shared the same fate. The mill was  
insured for \$6,000, and a further in-  
surance of \$3,000 expired the previous  
Saturday. The fire is supposed to have  
been caused by a spark from the smoke-  
stack of the *Anglo-Saxon*, but the men  
on the steamer allege that the mill,  
which has been idle a long time, was  
burning before they reached it.

—Mr. W. H. Scott, M. P. P. for  
West Peterborough, died on the 12th  
inst., after a long illness, aged 44 years.  
His early death will be generally re-  
gretted, as his great abilities, his integ-  
rity and his genial and kindly dispo-  
sition made him one of the most popular  
men in the county; and the estimation  
in which he was held was evidenced by  
the fact that he was mayor of Peter-  
borough for several years, and was finally  
elected by the Conservatives as their  
representative in the Ontario Legisla-  
ture, where his political knowledge and  
eloquence soon placed him in the front  
rank of debaters. Mr. Scott was twice  
married and leaves a widow and one  
child.

## Village Council Proceedings.

Fenelon Falls, July 11th, 1881.  
The council met for transaction of  
business; present, H. W. Greene, reeve,  
and councillors Campbell, Deyman and  
Robson.

A letter from Mr. John A. Barron, re-  
mandamus, was read by the reeve.

Moved by Mr. Campbell, seconded  
by Mr. Robson, That our solicitor be  
instructed to telegraph to Bethune & Co.,  
Toronto, that the debt being paid, the  
costs re mandamus will be paid forth-  
with.—Carried.

Moved by Mr. Robson, seconded by  
Mr. Deyman, That James Cameron be  
appointed to collect the poll tax in this  
village, with the exception of Greene &  
Ellis's, and that R. C. Calhoun be ap-  
pointed to collect Greene & Ellis's, and  
that they make a return to this council  
of the same.—Carried.

Moved by Mr. Deyman, seconded by  
Mr. Robson, That the following ac-  
counts be paid and the reeve give his  
orders for the same:—John Quiball,

carting planks for sidewalks, \$2 50;  
do. do., repairing cemetery fence, 50  
cents.—Carried.

Fenelon Falls, July 18th, 1881.

Council met pursuant to adjourn-  
ment. Members present, H. W. Greene,  
Esq., reeve, and councillors Campbell,  
Fitzgerald and Robson.

Moved by Mr. Robson, seconded by  
Mr. Fitzgerald, That the treasurer pay  
to John A. Barron, Esq., the sum of  
one hundred and thirty dollars, being  
costs in case re mandamus, and the  
reeve give his order for the same.—  
Carried.

Moved by Mr. Fitzgerald, seconded  
by Mr. Robson, That the treasurer re-  
mit to Mr. Thomas Bradburn the sum  
of \$30 05, costs incurred on Mr. Man-  
ning's lots, and \$14 95, remuneration  
for returning the same, in all \$45.—  
Carried.

Moved by Mr. Campbell, seconded  
by Mr. Robson, That the butchers' li-  
cense granted to E. B. Whytall, in  
force until the twenty-fifth day of No-  
vember next, be transferred to Paul  
Sova during the above term.—Carried.

Moved by Mr. Campbell, seconded  
by Mr. Fitzgerald, That this council  
employ a suitable man to act as const-  
able, to be on duty from 10 o'clock a. m.  
till 11 p. m., for pay of one dollar per  
day.—Carried.

Council adjourned, to meet on Mon-  
day, August 1st, at 8 o'clock.

## Somerville Council Proceedings.

Rettie's Station, June 29th, 1881.

The council met this day at the call  
of the reeve; members present, Thomas  
Howie, reeve, and councillors George  
Rumney, Benjamin Smith and Thomas  
Robson, Jr.; absent, Henry Graham.  
The reeve in the chair.

The minutes of the last meeting were  
read and passed. Communications from  
the following persons were read: Mr.  
John McFadden, notifying the township  
council either to build a swing bridge  
in place of the bridge now called Mitch-  
ell's bridge and the railroad bridge and  
Rettie's bridge, or else have it removed  
within ten days, as it is an obstruction  
to the passage of his steamer going up  
Burnt River; also on the same subject  
from A. A. McDonald, attorney of Mr.  
and Mrs. McFadden; and from D. J.  
McIntyre, barrister, about Rettie's sta-  
tion; also from S. & O. Bigelow, of  
Lindsay, to have the base line opened  
across the second concession.

Moved by Mr. Rumney, seconded by  
Mr. Robson, That By-Law No. — be  
now read and passed.—Carried.

Moved by Mr. Smith, seconded by  
Mr. Rumney, That the communication  
from S. & O. Bigelow be laid over until  
next meeting.—Carried.

Moved from Mr. Robson, seconded  
by Mr. Rumney, That as this council  
have heard the communication of Mr.  
McFadden, and Mr. McDonald in be-  
half of Mr. and Mrs. McFadden, con-  
cerning the bridges on Burnt River, no  
action be taken in the matter.—Carried.

Moved by Mr. Rumney, seconded by  
Mr. Smith, That the following accounts  
against the municipality be paid, and  
that the reeve and clerk give orders on  
the treasurer for the same: G. H. Bar-  
tram, two picks for road, \$2 40; C. D.  
Barr, receipt book for Kilmontney cem-  
tery, \$2; John Eade, refund of road  
work performed, \$1.—Carried.

Moved by Mr. Rumney, seconded by  
Mr. Smith, and resolved, That the  
bridge across the creek at Rettie's sta-  
tion be repaired or rebuilt, and that Henry  
Graham be commissioner.—Carried.

Moved by Mr. Smith, seconded by  
Mr. Robson, That the council be now  
adjourned, as before, until the 29th day  
of August.—Carried.

## Cameron.

(From our Correspondent.)

The crops are better here than they  
have been for many years.

Three boys and three girls of the day  
school of this place have passed for the  
High School. Much praise is due to  
our excellent and efficient teacher.

Last Sabbath the Rev. Mr. Glover  
preached a very eloquent and instructive  
discourse to a very large congrega-  
tion. Mr. Glover's services are highly  
appreciated by his large congregation  
here. We wish him another year's suc-  
cessful work in his Master's service.

## Victoria Corners.

(From our Correspondent.)

The farmers are busy haying; the  
hay crop is very good.

A large number of the loyal men of  
this place celebrated the memorable  
12th of July at Cobcook.

Last Sabbath our highly esteemed  
minister, the Rev. Mr. Glover, preached  
the funeral sermon of the late Mrs.  
Johnson in the Methodist church of  
this place to a crowded church. Seats  
were put in the aisle of the church for  
the accommodation of the people. The  
reverend gentleman preached a deeply  
impressive sermon from the words found  
in Prov. 14 chapter 30 verse. He has  
promised an obituary of the late Mrs.  
Johnson, who was highly respected as a  
Christian and a neighbour.

## Minden.

(From our Correspondent.)

The eclipse and the comet have passed,  
and we breathe freely again.

The 12th came about the usual time,  
attended by the same melodious strains.  
Yet we noticed a change. Orangeism  
and whisky drinking may not be synon-  
ymous after all.

Capt. Pearce's excursion on the 15th  
inst was all that could be desired. His  
wet steamer *Gem* is true to name.

Civilization is extending northward  
rapidly, as a case of incendiarism amply  
proves. The culprits Coulter and Li-  
tuan are in Lindsay awaiting trial.

Boats bathing houses, sidewalks and  
other improvements are the order of the  
day.

Do you feel miserable, tired, half sick,  
no appetite and out of sorts generally?  
Dr. Carson's Stomach and Constipation  
Bitters is just the medicine you want. A few  
doses will at once relieve you. Go to your  
Druggist and get a bottle, price 50 cents.  
J. Nugent, Special Agent.

## Mr. Belcher on the Trent Valley Canal.

In our last issue we mentioned that  
Mr. John D. Smith had handed us a  
lengthy letter received by him from Mr.  
T. D. Belcher, C. E. of Peterborough,  
in reply to Mr. Laidlaw's disparaging  
remarks concerning the Trent Valley  
Canal. Mr. Belcher, who is thoroughly  
posted on the subject whereof he writes,  
says:—

Peterborough, June 29th, 1881.

DEAR SIR:—

It was with much pleasure  
I read the gist of your letter to Mr.  
Laidlaw re Trent Valley Canal, and  
from my own knowledge of the feeling  
of the people throughout the entire  
district, extending as it does from the Bay  
of Quinte to the Georgian Bay, I can  
state that your sentiments regarding  
the early construction of the work are  
the sentiments expressed by the people  
at large, no matter what shade of po-  
litics they may be of.

Mr. Laidlaw in his reply to you states  
that he considers the scheme "financi-  
ally impracticable." Now a man, I sup-  
pose, may be allowed to consider any-  
thing he pleases; but he must be re-  
spected according to his considerations. If  
his considerations arise from ignorance,  
then it is the duty of his fellow crea-  
tures to weigh him accordingly; if from  
some other "motive," it is also the duty  
of the community that surround him to  
weigh him accordingly. In Mr. Laidlaw's  
case, he has with a careless scratch of  
his pen "lays down the law" and en-  
deavors to obliterate and brand as false  
the result of years of hard labour and  
study that the most eminent canal (not  
railway) engineers, of not only this  
country but England and the United  
States, have arrived at.

In the year 1836 Mr. W. H. Baird,  
member of the Institute of Civil Engi-  
neers, London, England, made a loca-  
tion survey with detailed estimates and  
report on the Trent Valley Canal,  
(which is now about to be built.) By  
command of his Excellency Sir John  
Colborne, the then Governor General  
of Canada, and the total amount of his  
estimate for opening out the navigation,  
with five feet of water on the metre sills  
of locks, between the St. Lawrence and  
Lake Huron, via the waters of the river  
Trent and Newcastle district, &c., is  
\$2615,315; and, in accordance with this  
report and estimate, the work was un-  
dertaken and partially completed, but  
owing to the rebellion, the appropriation  
that was set aside by Parliament for the  
completion of this work was applied to  
the purpose of quelling the disturbance,  
and since then has not been re-voted.

Again, in the year 1883 Mr. Kivas  
Tully, C. E., reported to a committee  
of the House that water communication  
from the Bay of Quinte to Georgian  
Bay, with seven feet of water on the  
metre sills of the locks, could be built  
for \$5,539,000.

Again, in the year 1846 Mr. S. C.  
Keeler, C. E., reported that large na-  
vigation could be had from the Bay of  
Quinte to Peterborough (which is by  
far the most expensive half of the en-  
tire route from the Bay of Quinte to  
Lake Huron) for \$399,303. Mr. Ly-  
ons, C. E., also reported that this half  
could, by following a different route, be  
built for \$255,304 35; and, lastly, Mr.  
D. Stark, C. E., assisted by myself, es-  
timated, after a careful examination,  
that a water communication between  
Lake Huron and the St. Lawrence,  
through the midland counties of Onta-  
rio, via the inland lakes and Trent  
valley, for barges capable of carrying  
15,000 bushels of grain, can be made  
for \$3,000,000.

Now, then, in the face of these care-  
fully compiled estimates made by the  
first engineers of the country, Mr. Laid-  
law—led away, no doubt, by his consid-  
erations for railway bonuses, &c.—states  
the scheme to be "financially impracti-  
cable." I have not the least doubt he  
would wish it were so, as railway men  
in this country do not like canals, with  
one exception, and that is the spirited  
and enterprising president of the Mid-  
land Railway, who is far seeing enough  
to prophesy that that railway will in-  
crease its traffic over one hundred per  
cent. by the construction of the Trent  
Valley Canal, just the same as the New  
York Central has from the Erie Canal,  
one helping the other, and just the same  
as railways derive advantage from canals  
in England, Germany and France.

Now as regards the question, Will  
the canal pay when built? That is an  
important question, and one that the  
people of the country should fully know  
and understand, especially the farmers  
and those engaged in the forwarding of  
grain to Montreal &c.

1st. We must admit that railways do  
not nor never can pay unless they have  
enough to handle. This they have not  
at present in this country; the local  
freights, which are the paying freights,  
are not enough. The promoters of a  
railway scheme who drag the bonuses  
out of the several counties, townships,  
cities, towns, villages and local govern-  
ments, and invariably plunge them into  
debt, I grant are the only individuals  
who make railways a profitable business  
as far as themselves are concerned. As  
an instance out of many, I would ask  
you who has the Credit Valley or the  
Victoria Railway bestowed a lasting  
benefit upon? This will not be the case  
with the Trent Valley Canal, as I will  
prove. Assume the canal to cost at the  
outside figure \$3,000,000. The interest  
on this at 4 per cent.—the present rate  
at which Government can borrow money  
—is \$120,0