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# THE CARRIAGE INDUSTRY

## THE BOARD OF TRADE COUNCIL MET ON WEDNESDAY EVENING AND TALKED OF SOME MATTERS.

SOME IMPORTANT LETTERS—THE RIDIOUT-ST. BRIDGE NOT ENDORSED—MR. KYLIE SPEAKS OF THE CARRIAGE WORKS AGAIN—MR. BAKER'S PAPERS ON LUMBER AND COAL DUTIES.

When one observes the really important matters that present themselves for the consideration of the Board of Trade it is difficult to see how the town got along so well, while it was in that condition, so aptly described by a contemporary as "unnocuous desuetude." The proper lymph for that formidable disorder has evidently been administered for the resurrected organization is evincing a most cheering vitality and animation. On Wednesday evening a meeting of the council of the Board was held in the council chamber. Several matters of the deepest interest to the town were discussed.

THE COAL QUESTION.

At the outset Mr. G. H. M. Baker read an exhaustive paper recommending that soft coal be admitted free of duty. This view was ably supported by numerous interesting facts regarding the use and prices of that article. We use soft coal so extensively that it is a great factor in the cost of our manufactured goods. The present duty of 53 cents a ton adds materially to the price. Nova Scotia mine-owners ship into the States with 15 cents per ton duty. Considering the advantages to be derived from cheaper coal Mr. Baker requested the Board to petition the Ottawa government to admit it free.

Mr. R Kennedy—Perhaps soft coal can be brought here from Nova Scotia.

Mr. Baker—The freight rates are too high.

A committee composed of Messrs Baker, Graham and Sootheran

LETTERS.

The secretary read two letters that had been received by President Flavelle, and related to the establishment of an important industry here. At this stage of the negotiations it would scarcely be allowable to say more than that the proposal is receiving the closest attention of the council.

CANNOT UPHOLD THE BRIDGE.

The now famous Shannon—Connolly petition for a bridge over the river at Ridiout-st. was dangling from the secretary's desk. While trying to gather it up that officer explained that it was decorated with the signatures of 276 citizens. Mr. Graham adjusted his gold-rimmed binoculars and bent a rigid scrutiny upon the document. In a moment he had detected the president's name, all but heading the list, and straightway requested an explanation from the chair. This Mr. Flavelle was not slow to give, in his direct and lucid style, saying: I signed the petition last year as a private citizen. It would be of some advantage to our mill and I take it every citizen has a right to consider his own interests while he acts only in a private capacity. Of course, taking high ground, it may be said that every citizen should place his advantage second to the general good, but we do not always do it. At any rate I have told you why I signed that petition. To-night, speaking as a member of this organization, which is supposed to plan for the public good, I certainly do not advocate the building of the bridge, nor would I favor asking the government to do it.

Robt. Kennedy—The bridge would benefit some people in the east ward and some that come in from Emily, but I do not think the number is very great. At any rate the need is scarcely great enough to justify us in asking the government to build the third swing bridge in this town.

Mr. Flavelle—You may say the fourth.

Mr. Graham—I see the secretary's name here too; how is that?

Mr. Sootheran—When that petition was presented to me I felt no personal interest in the matter, but when I saw the names of heavy ratepayers and prominent business men, I came to the conclusion that the increase in my taxes would not be enough to hurt me, and if it would benefit so many people I would gladly sign it. That is the reason I did so, but if I am to advise in the matter as a member of this Board, my opinion is against the project. We should have to build the approaches at a cost of from $500 to $1000, and there is no money with which to do it. Our public expenses this year will be all we shall be able to manage. You can see by that petition, however, that it is a very easy thing to mislead a town council that pays attention to petitions of this sort.

Mr. Graham—I don't doubt but an equally large petition, containing many of these names, could be obtained opposing the bridge.

On motion the bridge was not commended to the council.

THE INDUSTRY THAT IS TO BE.

The table being clear the president asked Mr. Kylie to give the council additional information regarding the carriage industry of which he had spoken at the last meeting of the Board.

Mr. Kylie—I find that my remarks the other evening have created at least one false impression which I wish to correct. That is, that a wholesale factory would injure the factories already here. It would not, and for two reasons. First, it would manufacture for the export trade; and secondly, the factories here, that do export now, might better have their competition located here than somewhere else in the province for they can know just what is going on, and, since the market is unlimited, the presence of others in the same business would be a source of strength. They would discuss matters together, and by an enlarged output, attract attention to this town's product. In Cincinnati there are fourteen large carriage factories. If you read their advertising matter you will find each one invites customers, but says also: "If you can't get suited in our factory, there are 13 other first-class concerns in this city; see them, at any rate buy in Cincinnati." They are all prospering because they have adopted the right way of attracting attention and working together.

Manitoba is a heavy drain on the finances of this province. Families are going there and taking large sums of money with them. I can prove that at least 75 per cent of the money they take up there and spend for carriages, goes to the United States. There is no need of it. We have the advantage of a 25 per cent. duty, cheaper labor and living. They are ahead with cheaper iron and coal but we ought to compete with them considering everything, and it will show a woful lack of enterprise if we do not. Lindsay is especially adapted for this industry. The towns that succeed are those that are managed from the inside, and not built up from the outside. Direct your own energies and capital instead of bonusing somebody else's. There is the Raymond Sewing Machine Company of Guelph. It was losing ground and reputation, when a body of citizens took hold of it, and in three years that concern employs 210 men, is free of debt and rated from $75000 to $100000. I quoted to you the other evening a number of carriage shops that have had wonderful success—Taylor, Armstrong, McLaughlin and Tudhope. There are others, and no better opening is required than is before Lindsay. Our connection with the Sylvester firm and advantage in the way of timber and labor would enable us to establish a business that in five years, if well managed, would employ 200 men.

The Northwest is our market. Every man that goes there must have a wagon and sleigh, and he will have a buggy and cutter. He goes up there and grows grain in competition with us and then spends his money in the States. We can't stand that sort of thing. The fact is, I think our government should see to it and not leave our duty against the States at 25%, when theirs is 40% against us. At all events the people up there will buy carriages and pay for them too, and that country will, if we are wise, be a veritable Klondike to Ontario. Besides, there is only one wholesale factory in Quebec and none in the eastern provinces, so that these will also make heavy demands on our output. No better proof could be had of the splendid market than the success of some factories that have turned out the very poorest sort of work.

Last year this town paid about $17000 for teachers. In ten years that's $170000, and in that many years our population has increased by 900. We have spent that money to produce nice educated young men, and to-day they are over in the States, making all sorts of goods to be be sold in Canada, and take our money over there. You see the way it is working and you see something has to be done for we are paying to bring prosperity to another country. We do not lack ability or brains, but agaressiveness and energy to take the imtiative and build up our own interests. Of course, I fear that, as usual, any suggestion from the inside will be scouted in Lindsay. If I came from Toronto or somewhere, likely a public meeting would be called and a bonus offered in 24 hours. Let us show a a little confidence in each other and ourselves. Go on with this business, form a company. I don't care whether I am in it or not. Build up the town, if my business is hurt I can make a living some way, but the present is too good an opportunity to be lost.

Mr. Frank Scully, who has sold implements for Sylvester in the Northwest, was present and was asked to make a few remarks. His opinion was that there is a great market opening for carriages in the west. American vehicles are largely used; perhaps a third of the whole number. They are better and higher priced, but quality counts rather than price up there. A poor implement is no good there, for everything is wintered out doors, and must be seasoned and painted to resist the weather. If wagons are made here for the Northwest they must be of the highest quality. There might be some trouble in getting control of the market at first, but a good article faom Ontario would finally have the preference up there.

Mr. Paddon of the Montreal Bank, who has lived in the West, said that from his knowledge he believed there is a great market up there for carriages. He did not think the percentage of American wagons used was quite as large as Mr. Kylie had stated. So far as he had seen, perhaps a third were of American make. He agreed that only the very best material and finish could resist the exposure, carriages are subjected to in the West.

The president read from Dun and Bradstreets the ratings of the various wholesale carriage factories in Ontario. They were from $50000 to $200000, mostly above $100000. This was regarded as an indication of very great prosperity in that industry. Proceeding, Mr. Flavelle said: The thing to do is to appoint a sub committee to investigate the whole question and report. I feel confident there is foundation for a business here on this line, and one that, if properly managed, will yield a fair profit. Our committee could find out how much capital is required to secure us advances from the bank. With regard to competing with concerns already here I would not hesitate a minute. If industries start up without special aid nobody can complain. I would not object if a dozen flour mills came in as long as they were not given advantages that I have not. That is no argument at all. The town cannot neglect its prosperity to favor any individual. If it is a good thing, we certainly ought to go ahead with it.

A committee was appointed comprising Messrs Kylie, Paddon, Graham, Carew and Sylvester.

HIGHER LUMBER DUTIES.

Mr. G. H. M. Baker read a statement showing that the Canadian lumber business is seriously injured by the American product. This was especially the case in the cheaper grades and in ties. He asked the council to recommend an increase in the duty. Very much valuable information was furnished by Mr. Baker's paper. Several members spoke on the points contained in it.

Mr. R. Kennedy—I have been surprised that the government has left the duty so low, when the American tariff is so high. I do not believe in their having such an advantage. It is feared by some that a heavier duty would put the price up here, but I believe if we had the whole market we could supply goods for less, and afford to pay freights clear to the Northwest. This applies especially to the cheaper grades. A man bought some from me lately to take west. He was taking a cheap grade and I suggested a better quality, but he said they could get the dearer sort, that comes from British Columbia at fair prices, but for cheaper grades they were charged excessively. I would favor asking the Dominion government to retaliate on the American tariff. From 15 to 20 million feet came in free last year.

Mr. Baker—From $750,000 to $1,000,000 worth of ties alone, came in last year.

President Flavelle—I would hit the Americans where they hit us; that is good business. A higher duty on cheap lumber would not put the price up at all, but only enable us to use up the logs that lie rotting in the woods.

A committee, composed of Messrs Baker, Graham, Carew, Sootheran and Kennedy was appointed to prepare a report on the question.

The council adjourned.

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## A PIECE OF BIGOTRY

Under the above heading the Catholic Record of March 4th has the following editorial. Since it raises some serious issues we publish it in full:

"We mentioned in our columns a few weeks ago the vacancy which had occurred in the Police Magistracy of the town of Lindsay. We are pleased to be able to state that the Ontario Government have appointed to the position, Mr. William Steers, who is well known as an able barrister, skilled in all the sinuosities of the law.

The following extract from a recent issue of the Lindsay Post will lay bare a piece of meanness and narrow-mindedness on the part of the town council of Lindsay which would be incredible amid the growing intelligence and liberality of the people of Ontario, were if not attested by evidence which cannot be gainsaid. The Post says:

At the special meeting of council held last evening in the clerk's office, the following resolution was introduced by Aldermen Horn and Sootheran, and was adopted by council:

'That the municipal council of the town of Lindsay respectfully request Mr. S. J. Fox, M.P.P., to bring to the notice of the Ontario Government the fact that the corporation feel that it is required by the Statutes (Chap. 87, Sec. 2, Sub-Sec. "h") to pay an exhorbitant salary to the Police Magistrate of the town, viz., $1,000, and that in the opinion of this council, the sum of $500 per annum is all that the council should be called upon to pay for said services, and that the clerk be and is hereby instructed to prepare a statement of the receipts and expenses of the police department for the year 1897 and 1898, to be forwarded to Mr. Fox with a copy of this resolution, and that the corporate seal be attached to this motion."

A resolution similar to the above was introduced in last year's council by Dr. Burrows, but was very coldly received.

To understand the circumstances of the case it is necessary to bear in mind that when Dr. Burrows, last year, offered the resolution that the Police Magistrate's salary should be reduced, it was expected that the successor to Mr. D. J. McIntyre, who then filled the office, would be a Protestant, so the motion was indeed "coldly received" as the Post remarks. But Mr. Steers, who has been appointed, is a Catholic, and there lies the secret of the sudden anxiety of the council for economy.

It so happens that under the recent law prescribing cumulative voting, there is no Catholic in the Lindsay council, as the Catholics of the town, though forming a very large precentage of the population, had no wish to concentrate their votes; and this fact has given certain members an opportunity to put their A.P.A. proclivities into active use. It is known that one of the promoters of the scheme openly boasted that as the new Police Magistrate is a Catholic he "would manage through the council so to lower the salary as to make the office not worth having." The resolution given above is the result of wire-pulling, with this object in view.

The minimum salary of a police magistrate is fixed by law, according to the population of the municipality, and it is not to be supposed that the Government will make itself the catspaw of a clique of bigots to inflict an injury on a worthy and competent official, by special legislation; but even if the council of Lindsay is too mean-spirited to pay a proper salary to the necessary officers of the town, at least a contract already entered on should be faithfully fulfilled.

We understand that at least one of the promoters of the present scheme would be glad to get the office in question at some future time, so, to suit his aspirations; possibly the Government might see its way to have a law passed to have the salary reduced in Lindsay when next a vacancy occurs, and perhaps the busybody who has been foremost in getting the resolution passed in favor of a reduction, may reap the benefit thereof when the time comes."

The above article makes a very positive charge of bigotry against the council of this town and condemns that offence in vigorous terms. In so far as the writer contends for religious toleration and the absence of sectarian prejudice in municipal affairs, we heartily agree with him. As discussions go to-day his language is permissible. In fact we see little in the article to which objection can be taken except it is contrary to all the facts of the case. While in much political controversy that might not be regarded as a serious defect yet when a purely local matter is dealt with and in the columns of a religious journal it will not be considered captious to require that the case shall be correctly stated. From the general moderation of the Record's contents, one is led to believe that the editor is sincere in this article. He says there is no Catholic in the council this year. That is true and a matter of regret. He says that the catholics did not combine their votes at the election. That is also true, and a matter of satisfaction, although it resulted in the defeat of our candidate for mayor and of Mr. A. D. Mallon whose rejection was an act of ingratitude on the town's part. The writer further regards the Post as "evidence that cannot be gainsaid." That is his great mistake. A local paper certainly ought to be authority on town affairs but when it says that a proposal to reduce the magistrate's salary was coldly received by last year's council it certainly is not. Any statements tending to leave the impression that the movement for reduction has orginated since the appointment of Mr. Mr. Steers is thoroughly false and a libel on the town and its representatives at the council board. If they were true we should be glad to supplement the Record's denunciations, but that they are not we shall prove.

In the first place, so far is the reduction from being a new idea, that it was a plank in Mr. Fox's platform at the last election. At a speech delivered at Kenny's school house during the compaign Mr. Fox warmly advocated the reduction of magistrates' salaries, by statute and declared amid the plaudits of his Catholic auditors that $1000 was an exorbitant price for Lindsay to pay. True to his pre-election utterances Mr. Fox has introduced a bill that all salaries of $800 and over shall be reduced fifty per cent.

The Post says the 1898 council coldly received a proposal to reduce the salary. It is hard to understand such a statement when the very opposite is the fact. The official records of the council meeting held on the evening of August 22nd, '98, contains the following minute: "Moved by Dr. Burrows, seconded by Mr. Gillogly (who is a Catholic), that this council memorialize the government that in case of any change in the police magistrate of this town the salary be fixed at $500, as owing to its great debenture indebtedness this town cannot pay any larger fee and as well, it is not warranted by the amount of business brought before the police magistrate." This motion was carried, Reeve Brady and Councillor Mallon, the two other Catholic members, voting yea. Why the Post said the proposal was very coldly received we look to it to explain.

We now come to this year's council who passed the resolution quoted in the Record's article. Two of the six were members of the '98 body and voted for Dr. Burrow's resolution. Of the other four, one openly favored the reduction before he was elected and told the Protestant for the position that if he got $600 it would be the easiest money coming into his office. Here is proof positive that at least one half the council were not influenced by religious motives. We have asked the other three if they were and have the assurance of each that he was not. Can more be asked?

The simple facts will reveal how unfortunate are the Record's references to "A.P.A. aspirations," the "piece of narrow-mindedness on the part of the council of the town of Lindsay" and "a clique of bigots," In the fervor of his attack the writer falls into an astonishing bit of reasoning when he says that at least one of the promoters of the reduction favored it because he expects the position some day day himself. This is either an exquisite Hibernianism or the first case on record of a lawyer seeking to reduce his own emoluments.

At the distance of London—if indeed we are right in assuming that the article was written so far away—it may not be known that, in this town and county, while each holds his faith as dear as any, yet we put charity above all and the spirit which he deprecates is, for the most part, long since dead. Morever it is with sincere regret that we find a paper in our midst whose columns are marred by such an appeal to sectarian jealousies as that quoted from the Record. However since the publisher has apparently been misled we have no doubt that as a christian gentleman and the editor of a religious journal he will, when he has verified our correction, recall his strictures upon the council as publicly as he has made them. As for the Post, it will surely feel constrained by this incident to regret a perversion of the truth "which would be incredible amid the growing intelligence and liberality of the people of Ontario were it not attested by evidence that cannot be gainsaid." Ed Watchman-Warder.]

## G.T.R. LOCAL TIME-TABLE

**DEPARTURES.**

| | |
|---|---|
| Belleville Mixed | 5 50 a.m |
| Port Hope Mixed via Bethany | 6 15 a.m |
| Toronto Mixed via Whitby and Port Perry | 5 50 a.m |
| Toronto Express | 8 55 a m |
| Port Hope Mail via Peterboro | 11 03 a.m |
| Toronto Mixed via Lorneville | 12 10 p.m |
| Haliburton Mixed | 3 00 p.m |
| Toronto Mail | 6 20 p.m |
| Coboconk Mixed | 6 30 p.m |
| Port Hope Express via Peterboro | 8 05 p.m |

**ARRIVALS.**

| | |
|---|---|
| Haliburton Mixed | 8 40 a.m |
| Toronto Express from Port Hope | 8 50 a.m |
| Port Hope Mail from Toronto | 11 00 a.m |
| Coboconk Mixed | 10 10 a.m |
| Port Hope Mixed from Port Hope | 2 05 p.m |
| Toronto Mail from Port Hope | 6 20 p.m |
| Port Hope Express from Toronto | 7 53 p.m |
| Whitby Mixed | 8 00 p.m |
| Belleville Mixed | 10 20 p.m |

The 11.03 mail for Port Hope closes at the P. O. at 10.45 a. m.

The 8.55 mail for Toronto closes at 8.30.

The 11.00 mail going north connects with the I. B. & O. Ry.

The 3.00 p. m. north train carries no mail.

## I. B. & O. RAILWAY.

**G. T. R. SERVICE.**

| | |
|---|---|
| Leave Lindsay | 11 20 a.m |
| Leave Junction | 2 30 p.m |
| Arrive at I. B. & O. Junction | 2 00 p m |
| Arrive at Lindsay | 5 20 p.m |

**I. B. & O. SERVICE.**

| | |
|---|---|
| Leave Bancroft | 11 00 a.m. |
| Leave Junction | 2 20 p.m. |
| Arrive at Junction | 1 45 p.m. |
| Arrive at Bancroft | 5 15 p.m. |

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