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VOL V.

WOODVILLE, THURSDAY, NOVEMBER 24 1881.

NUMBER 49

HOTEL CARDS.

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DENTISTS, &c., Lindsay, Ont. One of the above will be at Hamilton's Hotel, Beaverton, on the SECOND MON-DAY of each month. He will a so visit Woodville on the Second TUESDAY of each month, stopping at Mcl'herson's Hotel. J. NEELANDS, L. . . . JOS. PENTLAND, L.D.S.

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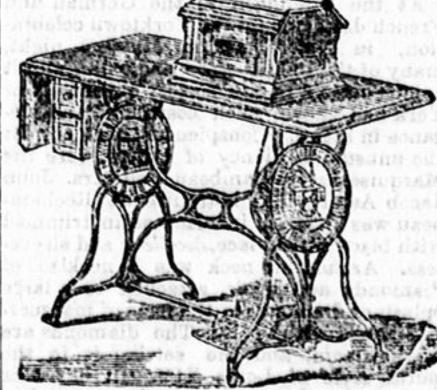
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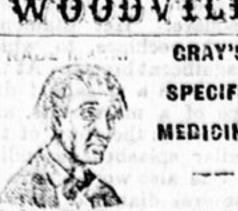
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Toronto, Ont

The Coming Amalgamation.

A LINE FROM TORONTO TO THE SEABOARD.

A matter at present attracting a great deal of attention in railway circles is the projected consolidation of the Midland, Victoria, Toronto and Nipissing, Whitby, Port Perry and Lindsay, Grand Junction and Toronto and Ottawa Railways. A meeting of the representatives of each of these railways is to be held on the 12th of December next, to finally settle on a definite basis of consolidation. It will be seen that the scheme includes almost every railway line of consequence running east and north between Toronto and Brockville. The advantages sought to be gained by the cons didation are numerous, and of very great importance to the commercial interests of the Province of Ontario, and particularly to those lying north and east of Toronto. To obtain a clear idea of the interest to be served by the scheme a Globe reporter on Wednesday interviewed by Mr. Robert | there for the traffic to Midland ?" Jaffray, of Toronto, who is a prominent promoter of the scheme.

TORONTO TO OTTAWA.

"One of the great aims of the project," said Mr. Jaffray, 'is to secure by the consolidation of these lines of railway a tolerably direct route from Toronto to Ottawa, such as will give all the advantages that would have been secured by the construction of the Toronto and Ottawa road as at first supposed. It will be seen that by means of the building of two or three short connecting links this connection can be obtained."

"Between what points is it proposed to build these links ?"

"Well as you are aware the Toronto and Nipissing Railway is a party to the scheme. It is proposed to widen the gauge on that road to the standard-indeed, the work in that direction is at present going on. Trains therefore will leave Toronto on that line and procee? up as far, probably, as Wich, from which point a six mile link will give connection with the Whitby, Port Perry and Lindsay road at Manilla, thence along the W. P P. and L. to Lindsay, where a junction with the Midland is formed, which will carry the line to Omemee. From this point it is proposed to build a direct link of 15 miles across to Peterborough. Here connection is made with the Grand Junction Railway, and a clear line is then gained on to Madoc, From Madoc it will be necessary to construct a link running in to Ottawa, a distance of about 105 miles, on the original Toronto and Ottawa Survey. Wo,k on this section has already been begun, and on that portion between Madoc and Bridge water construction is being vigorously pushed forward."

"It is the intention, then, to complete that link at once?"

"No, not immediately. The line will be put through to Perth, a distance of 71 miles, with all necessary speed, and in the meantime such connections for Ottawa as can be made there with the Brockville and Ottawa Railway will be taken advantage of. The distance from Perth to Ottawa is less than

54 miles." "What connection ea cward from Ottawa do you anticipate making, in order to get through to the seaboard, for, of course, that necessarily for as a part of your scheme ?"

"Once in Ottawa the Cotean Railway will furnish an outlet, and at Coteau Landing, on the St. Lawrence a ready means of access to the United States will be obtained."

"Your proposed line from Toronto to Ottawa, however, Mr. Jaffray, will lack the directn as which the original plan of the Toronto and Ottawa would have given, will

"It is true it will not be so nearly an air line, but I am of opinion it will serve its purpose and the public demands equally well. And when you come to or move the lines there is actually not so much difference. The Toronto and Ottawa was surveved to the south of Lake Schroz, while our scheme will simply take the north side, and in either case a divergence from the straight line would be necessary. The country to the south of the lake, through portions of Cavan, Manvers, and Cartwright, is of an exceedingly rough, nature, where great difficulties in construction would be met. On the north side the line is already built, and all further trouble on that score byfated. From Peterborough eastward to Mad c, where the line will run over the Grand Junction Railway there is a deflection to the south from the original route of the Toro to and Ottawa line, but this might be easily remedied in the future if it were and that it was any consideral le detriment to the road. But I do not think it

will be. The link from Madoe to Ottawa will, as I have said, be over the original route of the Toronto and Ottawa Railway."

GRAIN AND LUMBER INTERESTS. "What other ends is the proposed consolidation likely to secure, Mr. Jaffray ?"

"One of the most valuable will be the opening or a route from Chicago, Thunder Bay, and Duluth by steamer to Midland harbour, and thence over the consolidated roads to Toronto, Port Hope, and Belleville. As you know, the northern terminus of the Midland Railway is at Midland, and since its completion to that point a few years ago the traffic over the line from Chicago and and the North-West has been rapidly iucreasing. The articles of shipment is of course mainly grain, and for the accommodation of the traffic elevators of large canacity have been built at Midland, Port Hope, and Belleville, and one will also be built as l'oronto."

'What sort of lake accommolation is

"Next season it is proposed to place two large passenger steamers on the line between Chicago, Duluth, Thunder Bay, and Midland besides as many propellers and other vessels as may be necessary for the traine."

"What advantages for the purpose of grain transhipment does the proposed line possess over others having terminus on Georgian Bay ?"

"In the first place, at Midland there is undoubtedly the finest natural harbour on Georgian Bay or Lake Huron, and the distance to Toronto is from five to ten miles shorter than by any other line. Besides these advantages, grain intended for exportation may be shipped directly over the Midland to Peterborough. and thence by the Grand Junction to Belleville, where it can be immediately transhipped on barges down the river. This is a great gain to shippers, and cannot be obtained with safety-if at all-at points farther west on Lake Ontario."

"An end of much importance to Toronto which the proposed line will serve," said Mr. Jaffrey, it will be in the shipment of lumber. From about Waubaushene, and away on north from that point to the Nipissing district must come the future supplies of lumber, as well for Western Ontario as for the export trade. In addition to those at present in operation it is intended to erect several extensive saw mills at Midland, and the products of these, when the western trade is to be supplied, will be sent down the Nipissing Railway to Toronto. When it is to be exported it will probably go by Port Hope and Belleville, these points offering, as will be readily observed, superior advantages for that purpose. At Belleville a capital location exists for the rafting of square timber for export. When this is done at points farther west losses are of frequent occurrence through the fratts being broken up by the storms which rise in the open waters of the lake.

'Is it proposed in course of time to push the system thus consolidated on to Sac't Ste. Marie ?"

"That is the intention. The line will start either from Atherly (opposite Orillia) or Kirkfield, and proceeding through Muskoka, pass to the south of Lake Nipissing into Algoma, and thence on to the Sault. Here connection will be made with the American railways, and the great national route to Manitoba and the North West will be consummated. The distance from Atherly or Kirkfield to the Sault is about 350 miles."

Mr. Jaffray went on to speak of the general advantages that such a consolidated scheme would give, the great traffic it would command, and its importance as a factor in the development of the resources of the com try.

Mr. Geo, A. Cox, President of the Mid. land Rankay, was also conversed with on the subject of the consolidation, and gave information similar to that contained in the interview above.

Holioway's Gintment and Pills .- Female Complaints. -On the mothers of England d . volves much and serious responsibility in securing for their daughters robust health; frequently, alas ! thou htlessly sacrificed by calpable bashfulness at a particular perio l of life, when all important changes take place to the female constitution, upon the management of which depend future happy ness or misery Holloway's Pills, especially if aided with the Ointment, have the happiest effect in establishing those functrons, upon the due performance of which health and even life itself sterend. Mother and daughter may safely use these powerful deobstruent remedies without consulting an one. Universally adopted as the one grant remedy for female complaints these i'm's never fail, never weaken the system, and always bring about the desired result.