RESERVOIRS IN TRENT WATERS
STORY OF THEIR TRANSFER

Under Control of Department of Railways and Canals for the purpose of maintaining water in the Canal

A PROPOSITION

On February 6, 1904, the department of railways and canals at Ottawa through L. K. Jones, its secretary, proposed to the Ontario commissioner of public works, Hon. F. R. Latchford, the assumption of the several dams of the head waters of the Trent canal which were then controlled by his department in the interests of the lumber trade, which, the proposition says, "is now rapidly diminishing."

"It is desired," says the letter, "to utilize these dams in connection with a scheme for an extensive reservoir system to insure sufficient water supply at all seasons for navigation purposes in the canal, by storing and controlling the freshet waters; such system being an essential to the cana. efficiency to secure which so considerable an expenditure has been made by the dominion.

"The matter has recently been brought before your department at an interview with the assistant commissioner by certain officers of this department, you yourself being absent, and at his suggestion this formal application is made to you.

"The department, on the transfer to it, free of cost, of all the said Ontario government dams and their appurtenances, together with all acquired lands or rights in lands flooded or damaged by such dams, woulh undertale to maintain thereafter the said works in their present state of efficiency so long as they are required for the purpose of floating logs down the various creeks and streams to the lakes below; and would guarantee to the lumbermen concerned the continuance of all rights they may now possess to waters thereby supplied for that purpose; further guaranteeing to the lessees of existing water power derived from or depending on any of the present dams, the continuance of such rights therein as they now hold."

Haste was urged so that the scheme could be carried out for the following spring.

PETERBORO IN NEXT

Two days later, on Feb. 8, the Trent Valley Water Association sent an inquiry to the minister of railways and canals at Ottawa, asking if anything had been done in reference to taking over the dams on the Trent waters and saying that the flow in the Otonabee had been so uncertain for the past year that the company was anxious that something be done toward conservation before spring.

To this communication Collingwood Schreiber answered from Ottawa that nothing definite was arranged, but the departmeot was in communication with the commissioner of public works regarding the subject.

ONTARIO GOVERNMENT MOVING

Some three weeks after this an answer was forwarded from Ontario department of public works to the department of canals that the proposed assumption of certain reserve dams and other waters as feeders to the Trent canal, were under consideration of the government, and the result would be communicated in a few days. A letter immediately followed asking for information as to the particular dams and other works the government wish to take over, and mentioning that as the lock at Young's Point was in good condition would it suit the government's purpose or would it have to be replaced by a larger one.

Then an item was inserted in the Toronto Globe to the effect that the transfer had been practically arranged. The same day this appeared, March 5, 1904, the Secretary of the Trent Valley Water Association wrote the minister of railways at Ottawa, asking if the statement was true, and saying he had seen letters from Hon. Mr. Latchford stating that his department was ready to hand over the dams.

AN EPISODE

The item in the Globe was seen by another, a Mr. J. Stubbs, of Montreal, and he wrote to a friend in Ottawa to try and get him on the list of government contractors, so he could introduce a new "gravity dam."

These letters were answered by the department saying that nothing had been definitely arranged as yet.

ENGINEER TO REPORT

Then forthwith the superintending engineer, Mr. R. B. Rogers, at Peterboro, was requested by the department to give information as to the particular dams and other works desired to be taken over, and to report an Young's Point lock, giving a full schedule of the works in question, and to do it at once. This was on the 25th March. Subsequently Mr. Rogers had some verbal instructions from Chief Engineer Schreiber and he thus reported to him on April 23:

R. R. HALL TO WATCH

"In accordance with your verbal instructions I have arranged a meeting with the minister of public works at Toronto on Tuesday next, April 26, to go into the matter of the transfer of the reservoir dams belonging to the Ontario government to the Dominion government. As you suggested, Mr. R. R. Hall is to accompany me. Would it not be well to have Mr. Hansard there as well, so that the matter may be as fully arranged as possible?"

DENIES SUGGESTING HALL

Mr. Scheriber at once replied that he had not suggested employing Mr. Hall, as he had no power to do so. Mr. Hansard, he said would go to the meeting.

Assistant Commissioner Campbell reported to the department of public works at Toronto, on May 12, giving a list of the dams and other works and a plan showing their location. The engineer's report showed that the repairs then necessary would cost $20,000; the lock at Young's Point cost $31,192.72, is a good lock, and its cost (the assistant commissioner recommended) should be refunded to the province.

The report of the assistant commissioner concludes: "I would therefore recommend, that the petition of the department of railways and canals be granted and that the locks, dams, rights in flooded lands and other works be transferred to them upon the following terms and conditions:

"1. (a) All the dams on the rivers and streams leading into the Trent Vally canal, built, maintained, or now controlled by the province of Ontario, and enumerated in the attached schedule, are hereafter to be repaired, reconstructed and maintained on their present sites, and at such height and with such openings and means of operation and other equipment as now provided, by the department of railways and canals.

"(b) And that the same facilities or equal rights be afforded the users of these waters for the passage of logs, timber, etc., as now exist.

"(c) That provision be made by the said department for operating such dams as often as may be required.

"(d) That whenever it is necessary to renew any of the said dams, sufficient notice of such intention must be given to this department, together with a copy of the plans and specincations, showing the height to which the dam is to be constructed, the openings and other provisions for the passage of timber, logs, etc., which plans and specifications must be approved by the Ontario department of public works.

"2. That the canals, locks, piers, swing bridges and other works connected with the locks at Young's Point and Lindsay shall be maintained in a substantial and efficient manner, capable of accommodating all purposes for which the said works are intended.

"3. That the department of railways and canals shall guarantee to the owners or lessees of existing water powers derived from or depending on any of the present dams, locks, or channels, a continuance of such rights as they may now hold.

"4. That the transfer of these locks, dams and other works does in no way prejudice or interfere with provincial rights upon or adjacent to any streams, lakes or other waters affected, as regards water powers, which it may hereafter be desirable to utilize, navigation to be aided, crown lands to be flooded, mines to be developed, or other valuable privileges.

"5. That the sum of $31,194.72, the cost of Young's Point lock, be refunded to this province.

"6. That the existing staff of superintendent and caretakers be retained as follows: Thos. Walters, Lindsay, $100 per month; Wm. McIntosh, Rosedale, $20; John Makins, Lindsay, $33; P. P. Young, Young's Point, $33; David Galloway, Elliott's Falls, $5; John Westlake, Battle Lake, $6.25; H. C. Austin, Kinmount, $8.33 1-3; John Chesley, Scott's Mills, $4.16 2-3."

The detailed schehule mentioned covers:

The lock at Young's Point.
Lock at Balsam river.
Mississicus creek works.
Squaw river works.
Nogie's creek works.
Burnt river works.
Gull river works.
Bear creek works.
Scugog river works.

MR. ROGERS' OBJECTIONS

This report was referred to the superintending engineer, R. B. Rogers, and he raised objections to nearly every point of the proposed agreement, and on July 3, 1904, the department of railways and canals sent a letter to Toronto, stating as Mr. Rogers' report declared, that in its then form the proposal was not fit to submit to the governor in council on account of its stringent and exacting terms, arguing the points and suggesting as follows:

THE SIMPLE REQUIREMENTS

"All this department actually requires for its main purpose are the dams that hold the water in the large reservoirs. Besides these dams there are a number of small dams which are constructed only for flooding out shoals, or for floating out the logs from local timber berths, from which the timber has been wholly or in most part removed, and therefore it should not be required that such small dams of temporary utility only, should be maintained for all time by this department as provided lor by Sec. 1 (a) of the said report; nor should the department be compelled to re-construct and maintain these dams on their present sites, as perhaps much better sites can be found on which to locate them. The provision that these dams should be kept at their present heights is objectionable, as but a few of them are high enough at present to serve to any great extent as reservoir dams. Nor should any restriction be made as to the openings, as there necessarily would be more openings if the dams are raised.

"As to sub-section "d," this should be struck out, but a provision might be inserted, that without the consent of the pro vincial government, no crown lands should be flooded that are not now flooded. Some liberal provision should, however, be made, by which this department would be at liberty to acquire such lands at a very nominal consideration, seeing that your government is to be relieved of such large annual expenditure in consequence of the proposed transfer.

"Section 4 should be fully explained, as the terms are ambiguous. As regards any water powers that are now available at the dams, such water powers should go with the dams; otherwise, the department would be hampered by the necessity for the consideration of water power users at these points who would be desirous of drawing off the water to the lowest possible level, thus impairing the usefulness of the reservoirs, and defeating the very object for which the proposed transfer is to be made. The same remarks apply to the reference, "navigation to be aided." If the water is to be held in these upper reservoirs for navigation purposes they cannot be used for reservoir purposes.

"As to the item "Mines to be developed," the department infers that this would be by water power. This power, if to be developed at the dams, should be leased by the department under terms that might be agreed upon between the two governments.

"Section 5, which contemplates the payment to the provincial government of the cost of the Young's Point lock, should be struck out. This lock is not in the proper location, and is not of the regular size of other locks on the canal, being much shorter and narrower.

"Section 6. There is no objection to the present staff being retained at their present salaries, with the exception of the superintendent. This official, at present, has charge of all the locks and dams in the province of Ontario for your government, and should not be allowed so large a salary merely for the work required to be done in connection with the dams and the two locks to be transferred."

MR. STRATTON IN TOO

Several inquiries were sent to the department at Ottawa, from Mr. R. R. Hall, Peterboro, and one of them suggests that at the proposed conference, Hon. J. R. Stratton be asked to preside. Negotiations were with some delay continued, the meetings being held in Toronto.

AN UNDERSTANDING

was arrived at in September, 1904, the principal items being: That the dams be maintained by the Dominion as long as useful for their original purpose; Dominion to pay province 50 cents per acre for crown lands flooded; rights of waterpowers to be transferred and under absolute control of the Dominion (subject to rights of existing owners or lessees), it being understood that the dams taken over are for reservoir purposes, and

NOT FOR WATER POWER

purposes; no reservation to be made in regard to provincial navigation rights; all mines and minerals to be reserved to the province; the Young's Point lock to be transferred free; the Dominion; no conditions to be alter elevations and positions of dams and manage construction, Ontario approval not necessary; continuance of owners' or lessees' rights to be guaranteed or compensated for, provincial rights to be transferred to the Dominion; oo conditions to be made in regard to retaining the existing staff.

WATERS TO BE TAKEN OVER

After this negotiations dragged until the middle of November 1904. Then the department of railways and canals presented the list of the waters desired to be transferred as follows:

To he maintained permanently:
On Gull River waters—
Balsam Lake
Horseshoe Lake
Hawk Lake
Keneesis Lake
Eagle and Moose Lake
Percy Lake
Gull Lake
Hall's Lake
Paint Lake
Redstone Lake
Oblong and Haliburton Lake.
On Burnt River waters—
Kocklong Lake
Loon Lake
Otter Lake
Farquhar Lake
Drag Lake
Big Deer Lake
Grace Lake
On Nogie' Creek—
Swamp Lake
On Mississauga Creek—
Gull Lake
Eagle Lake

To be maintained temporarily:
On Gull River waters—
Elliott's Falls
Little Bob
Crab Lake
Big Bob
On Burnt River waters—
Devil's Lake
Contain's Lake
Big Marsh
Stormy Lake
White Lake
Pine Lake
Little Bear Lake
Otter Creek Marsh
On Nogie's Creek—
Bass Lake
On Mississauga Creek—
Deer Lake
Battle Lake.

Recommendations for appropriations for maintenance, management and immediate repairs caused further delay and discussion, and it was August, 1905, before the order-in-council was approved by the Ontario house. Then the process of completing the agreement at Ottawa took until February 16, 1906. The

PASSAGE OF THE TWO ORDERS

constituted a full and sufficient transfer, and now the Dominion government has control of the situation as far as the flow of the water is concerned.

THE WAY IT STANDS

The final agreement is as follows:

"1. That all the locks, dams, rights in waters and flooded lands and other works, as shown by the hereto attached list and plan, be transferred to the Dominion government, represented by the department of railways and canals, free of cost."

"2. That the Dominion government shall assume, operate and keep in good repair and condition for all time the lock and three swing bridges at Lindsay, the lock at Balsam river, and the lock and swing bridge at Young's Point, together with all minor works in connection with the maintenance and operation of the locks and bridges at Lindsay, Balsam lake and Younge's Point, relieving the province from all expense and responsibility therewith.

"3. That the right of reservoir construction by the Dominion government shall be exercisable on and limited to the following: Gull River, Burnt River, Squaw River, Nogies' Creek, Deer Bay, Mississauga Creek, Eels Creek and Jack's Creek, and the drainage areas of such rivers and creeks."

"4. That the following dams shall be maintained for all time by the Dominion government, subject as hereinafter provided:

(Here the list is same as that printed above in the permanent list.)

"5. That with regard to the smaller and other dams not being actually required by the department for the proposed reservoir system, but now utilized for the floatation of logs, the Dominion government shall not be required to maintain these dams except only for so long as they are of material use for the purpose of log floatation or log navigation:

"6. That the Dominion will pay to the province at the rate of fifty cents per acre for any unpatented provincial lands flooded through the construction of the proposed reservoirs, that compensation for the flooding of patented lands and for damage done to timber on patented lands or on unpatented lands under license to lumber men and others be a matter of agreement between the Dominion government and the owners or licensees of such lands or timber, and in the event of failure of such owners or licensees to agree with the Dominion government regarding such compensation, then the matter shall be left to the determination of the Exchequer Court of Canada in the usual manner.

"7. That the Minister of railways and canals shall have the right at any time to re-build and maintain dams at present existing, or at any time to construct and maintain dams in lieu thereof, at other than the present sites for the same; to increase or decrease the heights of all or any of such dams; to determine the size and capacity of the openings therein and the means of controlling the water supply thereat, and to construct or re-construct, operate and maintain the work necessary to the same, also from time to time to build and maintain new dams wherever he may deem advisable for the proper carrying out of proposed reservoir system, and to maintain and operate the same.

"8. That all mines and minerals in unpatented provincial lands taken over and flooded in the course of construction of reservoirs be reserved to the province, and that all mines and minerals on patented lands are still to remain the property of the patentee until proper compensation be granted therefor, and all reasonable provisions essential to the operation and working of the same be allowed, subject to the requirements of navigation of the Trent Canal.

"9. That the Dominion government guarantees to the owners and lessees of timber lands tributary to the streams and lakes affected by this order or to lumbermen operating now or hereafter on such streams and lakes all rights they at present enjoy or are entitled to, by any law or statute now in force with regard to the use and enjoyment of rivers and streams and also guarantees to the owners and lessees from time to time of any water power derived from such lakes and streams all rights they at present enjoy or are entitled to by virtue of any law or statute now in force, and in the event of such rights being injuriously affected by the action of the Dominion government, their successors, assigns, employees or representatives in connection with such waters and streams, then the owners and lessees of such timber lands, timber and water power shall have the right to submit their claims to the Exchequer Court of Canada for adjudication and compensation in the usual manner."

PATERSON'S Wire Edge Roofing

ISN'T it worth something to know that Barns, Chicken Houses, Tool Sheds, etc., have fireproof roofs?

Paterson's "Wire Edge" Ready Roofing

is absolutely fireproof and waterproof—and practically wearproof. It is cheaper than shingles and lasts a lifetime.

We will send you a free sample. Test it yourself. We will also mail a copy of our illustrated booklet.

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Does Your Heart Beat

Yes. 100,000 times each day. Does it send out good blood or bad blood? You know, for good blood is good health; bad blood, bad health. And you know precisely what to take for bad blood—Ayer's Sarsaparilla. Doctors have endorsed it for 60 years.

One frequent cause of bad blood is a sluggish liver. This produces constipation. Poisonous substances are then absorbed into the blood. Keep the bowels open with Ayer's Pills.

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We have no secrets! We publish the formulas of all our medicines.

THE ROYALLY BRED HACKNEY STALLION
"ATTRACTION" 371

At the East Durham and Cavan Agricultural Exhibition, held in Millbrook, 1905, he was followed by 8 of his progeny comprising the 1st prize One-year-old stallion, the first, 2nd and 3rd prize one-year carriage filly or gelding, the 3rd prize roadster filly, the 1st and 2nd prize carriage foals and one foal not placed in the prizes.

They were a handsome and showy lot of colts and were pronounced by competent judges to be the finest lot of colts of their age sired by one horse ever seen together on any fair grounds in Canada.

At the Canadian National Exhibition, Toronto, 1905, a 2-year-old filly sired by Attraction, defeated the imported colts shown by R. Beith, of Bowmanville and others.

ATTRACTION WILL BE AT

Maunder's Hotel on Wednesday Afternoons and Peterborough on Friday and Saturday during the season of 1906. For particulars see posters.

J. S. STAPLES & CO., Ida, Ont

Poems—Bacchanalian and Otherwise

"THE MORNIN'S MORNIN'."

This is the tale that Cassidy told,
In his hall's asheen with purple and gold;
Told as he sprawled in an easy chair,
Chewing cigars at a dollar a pair;
Told with a sigh and perchance a tear,
As the rough soul showed through the cracked veneer;
Told as he gazed at the walls thereby,
For a Fries and a Millet were hung on high,
With a rude little print in a frame between—
A picture of Shanahan's old shebeen.

"I'm drinkin' my mornin's mornin'—but it doesn't taste the same;
Though the glass is o' finest crystal, and the liquor slips down like crame,
An' my Cockney footman brings it on a soort of a silver plate.
Sherry-an-bitthers it is, sir, for whiskey is out of date.
In my brand new brownstone mansion—Fift' Av'noo over the way,
The Cathedral round the corner, an' the Lord Archbishop to tay,—
Sure I ought to be stiff with gradeur; but my tastes are mighty mean,
An' I'd rather a mornin's mornin' at Shanhan's ould shebeen.

"Oh, well do I mind the shanty—the rocks and the fields beyant,
The dirt floor yellow with sawdust, an' the walls on a three inch slant,
(There's a twelve-story flat on the site now, 'twas myself that build-the same;
An' they called it "The Mont-morincy', though I wanted the good old name.)

My dinner pail under my oxther, before the whistles blew,
I'd banish the banes from my eyelids with a noggin, or maybe two;
An' oh, 'twas the illigant whiskey; its like I have never seen,
Since I went in for my mornin's mornin' to Shanahan's ould shebeen.

I disremember the makers; I could not tell you the brand;
But it smiled like golden sunlight, an' it looked and tasted grand.
When my throat was caked with morthar, or my head was cracked with a blast,
One drink of Shanahan's 'dewdrops', an' all my troobles were past.
That's why, as I squat on the quishions, wid a divil a hap'orth to do,
In a mornin' coat lined with velvet, an' a champagne lunch at two;
The memory comes like a banshee, myself and my wealth between,
And it keens for a mornin's mornin' in Shanahan's ould shebeen.

"A mornin' coat lined with velvet,—an' my ould coat used to do
Alike for mornin' an' evenin (an' sometimes I slep' in it, too).
The dacintest gang I knew there: McCarthy (sinather since)
An' Murphy, they mixed the morthar (sure the Pope has made him a Prince);
You should see 'em avic, o' Sundays wid faces scraped an' clean,
When the boss stood a mornin's mornin' round Shanahan's ould Sheboen.

"Whist,—here comes His Grace's carriage; 'twill be lunch time by an' by,
An' I dars'n't drink another, though my throat is powerful dry;
For I've got to meet the Archbishop, I'm a tarrier now no more;
But, ohone, those were fine times then, lad, an' to talk of them makes me sore.
An' whisper, there's times, I tell you, when I'd swap this easy chair,
An' the velvet coat, an' the footman, wid his Sassenach nose in the air
An' the Loard Archbiship himself, too, for a drink o' the days that ha' been,
For the taste of a mornin's mornin' in Shanahan's ould shebeen.

IN PURSUIT OF LAETITIA

(Dr. Emil Reich—it is not known by what authority—says that men who drink to excess are no more than erring seekers after Laetitia.)

Your name, Laetitia, charms my soul;
Hail, alcoholic maiden,
Whom mortals seek in cup and bowl
With potent nectars laden!
To force your habitation's gate
Men try now that, now this key;
While some, by you inspired, debate
Not what is truth, but whiskey.

So that their eyes your form may view,
Plebein Dick and Charlie
Quaff barley beer, and sometimes, too,
The beer that knows not barley;
While others with more curious brews
Try to induce the rapture,
And oh! what tangled paths they choose
To bring about your capture.

Fruitless the quest they all pursue
With you for their objective,
For when at last you loom in view
You're out of all perspective;
The charms they fancied would enthral
Prove fleeting as a bubble—
For some can't see your form at all,
While others see it double.

—Punch.

RESULTS

Little boy,
Pair of skates,
Ice broke,
Golden gates.

Maid in kitchen,
Lighting fire,
Kerosene,
Gone higher.

Man drunk,
Slipped and fell,
Street car ran over.
Gone to ——.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

FIVE MOOSE AHEAD OF TRAIN.

While the Winnipeg Beach train was on its way to the city one day last week, it overtook a family of five moose, three yearlings and a male and female, evidently the paterfamilias and spouse. The engineer upon discerning the moose family slackened speed to avoid killing them. The male was a very large one, with spreading antlers. With three of the family he jumped the right of way fence at a bound. The female continued her course down the track for 100 yards. When she left it she was not so successful in getting over the fence, but caught her antlers in the fence, and when last seen by the engineer she was still struggling frantically for freedom.

A ROCK IN THE BALTIC

A REMARKABLE SERIES OF ADVENTURES RESULTING ON A NAVAL MISTAKE.

The careless firing of a new piece of ordnance by Lieut. Alan Drummond, of H.M.S. Consternation, while cruising through the Baltic, has led to a series of unaccountable and surprising international complications.

Drummond, sighted a new gun on an apparently deserted bit of rock that jutted up out of the sea. To his amazement his cruiser was at once fired on from the rock, and the Russian Government demanded an explanation from Great Britain.

The mystery of the whole affair—the presence of cannon on such a site, the anger of Russia, and the importance given to so significant a matter—worked on Drummond's imagination, and in a moment of headstrong folly he went to Russia to investigate.

A series of surprising adventures followed, culminating in a scene that defies description.

The whole story is splendidly recounted in Robert Barr's great novel, "A Rock in the Baltic," which has just been purchased by The Mail and Empire, and is to be the first novel of the much-talked-of "$150,000 series" which this enterprising paper is to issue during the forthcoming twelve months.

This series consists of twelve great novels by the most famous living Anglo-Saxon authors.

The Mail and Empire, with its customary alertness, has secured the sole right in this district to publish these novels in serial form before they appear in book form, which will afford its readers a literary treat never before offered by any newspaper in America.

No other paper in the city or vicinity can publish these great stories. Order in advance to avoid disappointment, as the edition will be exhausted before all are able to buy. Commences on Saturday, May 5th, and each succeeding Saturday. These stories will also be published in the Weekly Mail and Empire, commencing May 10th.

THE PENSIONERS.

In answer to a question by W. F. MacLean (South York), the minister of finance has stated the beneficiaries of the pension grab, and the amounts paid to each to be as follows: Sir H. Langevin, $2446.18; Sir Charles Tupper, $2795.91; Sir C. H. Tupper, $2154.52; Sir Mackenzie Bowell, $2795.67; Sir Adolphe P. Caron, $2446.18; Sir John Carling, $2446.18; Hon. Geo. E. Foster, $2446.18; Hon. Clifford Sifton, $2446.18; Hon. J. I. Tarte, $2154.52; Hon. John Costigan, $2446.18; Hon. John Haggart, $2446.18; Hon. A. G. Blair, $2446.18. Sir C. H. Tupper and Hon. J. I. Tarte have only drawn their allowances to Feb. 28. Sir Mackenzie Bowell and Sir Charles Tupper are entitled to receive $4000 a year; the others $3500.

GRAND LODGE I.O. O. F.

Peterboro Oddfellows are preparing for the reception and entertainment of delegates to the Grand Lodge of Oddfellows, which will meet in August next in the I.O.O.F. hall, that city.

THE BISSELL 3 Drum Steel Land Roller

They stand up against hard work and lots of it. Truss rods stiffen the Frame. Heavy steel Plates in all the drums. Closely Riveted Throughout and very strong. Sold by agents. Have a look at sample roller. None genuine without the name "BISSELL." Manufactured by

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