

TWELVE PAGES

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## DRESS GOODS

### FALL—1903—WINTER

A large and most complete stock of Dress Goods. The choicest production from the foremost manufacturers of this country and Europe await your inspection. We have been receiving for some weeks our collection of Fall Dress Goods, and have now on exhibition a large and varied assortment of all the seasonable fabrics. An inspection of our stock is to your interest.

A complete showing of Crepes, Voile, Twires, Serges, Mohairs, Cheviots, Albatross, Henretta, Broadcloths, Waistings, Cream Goods and Black Goods. For the last 15 days our store has been filled with pleased customers talking of our annual Mid-Summer Sale. We were delighted to be so busy, but not surprised.

For fall our values are good—more than good. The service is good and this is a pleasant shopping place.

## O'LOUGHLIN & MCINTYRE

KENT-ST. Cash and One Price LINDSAY

## "J. & G."

On the Label ensures quality of the first water. Quality is worth having. Try J. & G.'s compound Blackberry Extract. FOR CRAMPS, DIARRHOEA and SUMMER COLIC. It Cures Surely and Quickly. 25c A BOTTLE. E. Gregory, Corner Drug Store, Lindsay.

## Harvesting Tools

- Grindstones
  - Ball Bearing Grindstones
  - Fixtures
  - Wire Fencing
  - Fencing Tools
  - Cushion Frame Cleveland
  - Bicycles
  - Fishing Tackle
- See our stock.

## J.G. Edwards & Co.

John Cowell, a farmer, is in a precarious condition at Hamilton hospital. He was carrying a pitchfork and driving a horse, when he was struck by a lightning bolt. The horse was killed, and the man was brought to the city.

## NEW RAILWAY ACROSS CANADA: THE TERMS OF CONSTRUCTION

### The Bill Providing for the Proposed Grand Trunk Pacific Railway Presented by the Premier

#### MAINLY A NATIONAL ROAD

### The Government will Build from Moncton to Winnipeg and Lease to the Grand Trunk Pacific

On Thursday Sir Wilfrid Laurier brought in the government's bill relating to the proposed new trans-continental railway. As this bill had already caused the resignation of no less a member of the cabinet than Hon. A. G. Blair, the Minister of Railways, it was awaited with a good deal of interest. Sir Wilfrid spoke 3 1/2 hours. Mr. Borden made an extended reply. Following are the chief particulars of the scheme for providing Canada with a second line between the Atlantic and Pacific oceans:

The bill provides for the construction of a line of railway of standard gauge from Moncton to Port Simpson. This is to be divided into two sections. The eastern division will extend from Moncton to Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario and Manitoba to Winnipeg. It will be built by the government.

In order to secure the economical construction of the eastern section to the satisfaction of the company, the specifications are to be submitted to and approved of by the company before commencing work, and the work is to be subject to the joint supervision and inspection of the chief engineer of the government and the chief engineer of the company. Any dispute between these two is to be settled by an arbitrator. Construction on this section is to be begun as soon as the government has made the surveys and plans and determined on the location. Provision is made for the improvement of the road at the expense of the government, the sums expended on such work to be added to the capital cost on which the company shall pay interest.

When completed, the eastern division shall be leased to and operated by the company for a period of fifty years. For the first seven years of this term the company shall pay out of the working expenditure, which is defined to mean all expenses of maintenance of the division, and of the stations, buildings, work, etc., and all charges incidental to the operation of the road. For the following period of 43 years the company is to pay annually to the government the sum equal to three per cent. on the cost of the construction. It is provided also that during the first three years of this latter period, the net earnings of the division, over and above the working expenditure, shall not amount to more than three per cent. of the cost of the construction, the difference shall not be payable by the company, but shall be capitalized and form part of the cost of the construction, upon the whole of which rental is required to be paid after the first ten years of the lease. Upon the termination of the 50 year term, the company is to have the first right to an extension or renewal of the lease. The lease is to contain necessary and proper provisions for securing, during its term, the efficient operation and maintenance of the division.

No addition shall be made to the cost of construction or to the capital of the company in respect of customs duties, in cases where there is direct importation of material or supplies by the government.

#### THE WESTERN DIVISION

The western division is to extend from Winnipeg to Port Simpson. It is to be divided into two parts. One, to be called the prairie section, is to be built from Winnipeg to the Rocky Mountains. The other is to extend from the eastern boundary of the Rocky Mountains to the coast, and is to be called the mountain section. The work of locating and constructing the western division shall be commenced forthwith after the ratification of the agreement by parliament, and shall be completed within five years from December 1, 1903, unless prevented by the act of God, the King's enemies, etc.

The company shall construct and equip the western division to a standard not inferior to the main line of the Grand Trunk Pacific between Montreal and Toronto, so far as may be practicable in the case of newly-constructed railway. The division is to be built at the cost of the company, according to the plans and specifications approved by the government of the construction of the western division, and for the first equipment of the first line of the whole railway.

On this deposit the government shall pay interest at the rate of three per cent. on the cash, or the ordinary rate of interest, if securities are deposited. For the purpose of aiding the company in the construction of the western division, the government shall guarantee payment of the principal and interest of the issue of bonds to be made by the company for an amount equal to seventy-five per cent. of the cost of construction; but this principal amount shall not in any case exceed \$13,000,000 on the prairie section, nor \$30,000,000 on the mountain section. The principal of these bonds shall be payable in fifty years, and they shall be dated and issued, and the guarantee of the government endorsed thereon, as soon as the western division is constructed and equipped ready for operation, provided that the eastern division is then also furnished with the first equipment required by the agreement, or that the \$5,000,000 deposit is still unforfeited in the hands of the government.

These bonds are to bear interest at the rate of three per cent. The company is to pay the interest on the amount of the bonds equal to the principal guaranteed by the government on account of the construction of the prairie section from the date of issue, and should default be made by the company in payment thereof, the government shall pay the same and take up the coupons; and the money so paid under the guarantee, whether for capital or interest of the bonds, shall be held to be paid in discharge of the liability of the company with respect to the bonds; and moneys so paid by the government shall continue to be a charge under the mortgage given to secure the guarantee.

PROVISIONS OF BOND ISSUE. In regard to the mountain section, an important provision is that the government shall pay the interest due upon an amount of bonds equal to the principal of the bonds guaranteed by the government on account of the construction, accruing during the first seven years from the date of the issue of the bonds, and shall not have recourse against the company for any interest so paid. After seven years any interest paid by the government shall become a charge against the company, as in the case of the prairie section, but during the next succeeding three years, after the expiring of the seven years, the government shall be entitled to exercise any rights of foreclosure or sale against the company, or take possession against the railway; but any moneys paid as interest during this three-year period shall be repaid to the company.

The Grand Trunk Railway Company of Canada shall guarantee the bonds of the Grand Trunk Pacific Company for the balance above the government guarantee required for the construction of the western division, and the Grand Trunk Pacific is authorized to issue a series of bonds, guaranteed by the Grand Trunk Railway of Canada, to be a second charge upon the Grand Trunk Pacific property.

The lease of the eastern division, if it is provided, shall reserve to the government running powers and haulage rights over the Intercolonial, or any other lines of railway upon equal terms with the lessee, subject to such reasonable restrictions as may be necessary to secure safety and convenience in operation, and subject to the payment of reasonable compensation. Similar rights are reserved as to the western division. The company is also secured running powers and haulage rights over the Intercolonial.

The company is bound to equip both divisions with modern and complete rolling stock to the satisfaction of the government, the whole to be valued at least \$20,000,000. Not less than \$5,000,000 worth of this shall be supplied to and marked as belonging to the eastern division. For the purpose of providing this equipment, the company is authorized to issue bonds secured by mortgage on the equipment.

For the purpose of construction, the company is authorized to issue interim bonds guaranteed by the government.

The company is required to supply all material and supplies for the construction of the western division and the equipment of the whole line from Canadian producers, when purchasable in desired quantities, and of quality suitable for the purpose required.

The rates and tolls to be levied by the company shall be under the control of the governor-in-council or the railway commission.

The company is required at all times during the lease to continuously operate both divisions of the railway.

CARRY TO CANADIAN PORTS. It is declared and agreed that the aid provided for is granted by the government of Canada for the express purpose of encouraging the development of Canada's trade, and the transportation of goods through Canadian channels, and the company accepts the aid on all freight originating and agrees that all freight originating on the line of railway, or its branches, not specifically routed otherwise by the shipper shall, when destined for points in Canada, be carried entirely on Canadian territory or between Canadian inland ports, and that the through rates of

export traffic shall at no time be greater via Canadian than via United States ports, and that all such traffic not specifically routed otherwise by the shipper, shall be carried to Canadian ports.

The company binds itself to arrange for shipping connections on the Atlantic and Pacific sufficient to transport all its traffic, both inward and outward, at such ocean ports within Canada on its railway or the Intercolonial as may be agreed upon by the government, and the company shall not divert to ports outside of Canada any traffic which it can lawfully influence or control on the ground that there is not sufficient shipping to transport such freight from Canadian ports.

During the term of the lease, and while the government remains liable for any portion of the bonds issued by the company, the government shall have the right to appoint a director of the company.

A freight train on the Ottawa and New York railway was wrecked at Cambridge. The train was heading for Ottawa, and when at Cambridge the coupling between two of the cars broke, allowing the train to run in two sections. The rear section ran down grade and five flat cars were derailed and wrecked. The members of the crew all escaped injury.

Patrolman Michael Dowd was shot and fatally wounded by a 16-year-old boy at Buffalo. One bullet entered the heart. The second bullet penetrated the boy attempting to re-discover the boy some potted plants from in front of a house. He made a dash toward the boy in an effort to capture him. Dowd chased him through back yards and was almost upon the young thief when the boy turned and fired two shots. The boy escaped.

## IT WAS LUMBER; NOW IS CHEESE

### The District Has Put Cheese Factories in the Place of Saw Mills

The Toronto Globe has a correspondent visiting various sections of this province and contributing articles on their chief agricultural features. Of this district he says that it formerly depended on wheat growing, and goes on as follows:

Then came stock farming, and today the north country people are reputed to have more ready cash than even those of the south. They do not perhaps earn more, but they spend less on living and on luxuries. The ranch has come into existence, and owners of large plots from 200 to 2,000 acres turn loose sometimes hundreds of young cattle, leaving the pasture for others than their own at \$2 to \$2.75 per head for the season. They do not pretend to provide winter stabling for the animals, and when fall comes the strange cattle are returned to their owners, and the younger ones sold as stockers or feeders to the southern counties. Side by side with the cattle is the hog industry, which flourishes exceedingly, particularly in the sections which produce coarse grain for feed. The result of the growth of the stock industry is that Fenelon Falls and other places are now prosperous centres, doing a good commercial business with the farmers, and are now on a more firm foundation than ever. Cheese factories have replaced saw-mills, and the revenue from this perpetual source is enjoyed by hundreds who had thought there was no future in agriculture in this region.

#### THE DAIRY

High prices and heavy pastures have stimulated the cheese production to a record-breaking point. The farmers of the midlands are making more cheese than ever this season. The price has ranged from the extraordinary figure of 12 1/2 cents down to 9 1/2 cents, which latter figure is equal to about 19 cents for creamery butter. The number of cheese factories has not materially changed, but two new butter factories have been started.

The butter market has been dull, and the price a little off. In the northern sections, especially cream and milk, have become fashionable, and it is all the milk being collected in cream is taken. This lessens the labor of hauling, and enables the farmer to retain sweet milk instead of sour whey for his hogs and calves. The gain through the use of a cream separator instead of skimming is said to be sufficient to pay for a separator in a short time. The Grand Trunk have risen to the needs of the dairy industry business by sending through these sections large white freight cars with cool chambers for cheese.

#### FLAVELLE GETS THE EGGS

The city householder probably wonders why eggs are so dear this year. One reason is that they are not quite so plentiful. Another reason given by Mr. William Flavelle, the well-known Lindsay exporter, is the competition between the exporting buyers, who have organized the territory so well that it has prevented the large consuming centres like Toronto and Montreal from being glutted, as they formerly were. This latter is helped by the practice of paying agents a commission on what they buy. Thus does the export trade work to the benefit of the farmer, Mr. Flavelle says the present prices of 12 to 13 cents for July eggs is too high for exporters to pay, and the buyers have eased off, so that a drop may shortly be expected. The prices of July eggs for four years back were as follows:—July, 1902, 12 1/2 to 13 cents; July, 1901, 9 1/2 to 10 cents; July, 1900, 10 to 12 1/2 cents; July, 1899, 10 to 11 1/2 cents.

#### POULTRY FOR PIN MONEY

The women of the midlands have developed a great taste for poultry as a source of pin money. Turkeys still have the lead, but chickens are gaining in favor. Last year they were doing a tremendous business, owing to the wet weather, which destroyed the young birds, which has not discouraged the farmers, however, for they are going in to the business with great zest than ever buying incubators, and using modern crops and other appliances. In these improvements they are liberally advised and aided by the large buyers. Turkey poulters are delicate, and often lose weight when they take to the tall, wet grass, but after a couple of months they are exceedingly hardy. For export they bring 6 1/2 to 7 cents a pound, live weight, in ordinary years, but last year they went as high as 9 and 10 cents. The weather has been favorable this year, and a large export business is expected. The farmers bring the birds to town alive, and they are killed and plucked uniformly by the exporter.

#### THE HONEY INDUSTRY

A considerable trade in honey has developed, the largest consuming market being the northwest. This involves large clover areas, both on the farm of the apiarist and of his neighbors, for bees know no fence lines, either in gathering honey or in swarming. The honey crop is enormous this season, and will bring the farmer seven cents a pound, as compared with seven to eight quantities. Some farmers have great quantities. Mr. Thomas Webster of 10,000 pounds this year. This industry does not require much time, the chief work being careful packing in the fall and unpacking in the spring, and two weeks for extracting at the end of summer.

#### HAY IS SHORT

In the ordinary farm crops the midlands will have a yield which puts aside all danger of complaint. Hay is the shortest crop, but as so many farmers ship their cattle in fall, or feed on coarse grain in the winter, this will not mean any severe hardship. The hay suffered from the drought in May, when the grass turned brown on the high lands. With the rains, however, the new meadows revived largely. Oats are the largest grain crop, and they, as well as the wheat and peas, give an abundant promise. Pastures are good, and the wild berry crops, of importance to many of the poorer settlers are heavy. The potatoes never looked better, and the apple trees are heavily loaded.

## MONEY FOR LIBRARY SITE CAN BE EASILY RAISED

### Mr. Reesor Says it Was Half Subscribed When Mr. Flavelle Declared the Effort off

The more one can arrive at the facts concerning the Public Library project, the harder it is to retain one's belief that mere blundering, with no sinister design, can account for them. Our editorial of last week has brought out the fact that when the price of a site, other than the market park, was quite within reach it was willy nilly thrust aside to clear the way for the assault on the park at a cost, for legislation, that would have handsomely augmented the sum secured by a couple of public-spirited citizens.

On this subject recently Mr. B. F. Reesor talked to the Watchman-Warder as follows: "Your editorial protesting against building the new Public Library on the market park was sound. There is no need for putting it there. You remember

that before legislation was asked granting the town permission to give the park for that purpose I was associated with an effort to raise money by private subscription to buy some other site—probably the Wilson corner. Chief Neilson and I circulated a list for a part of a couple of days or so as we had time and had secured half the money with no trouble. Then for a day or two I was engaged with something else and we did nothing on the list. The next thing we knew Mr. W. Flavelle had been at a council meeting and told the council that the effort to raise the money by subscription had been given up; and council went to get legislation.

As a matter of fact we had no intention of giving up the subscription list, nor had we any doubt that we could easily raise the sum required—some \$2,000. It can be raised yet and there is no need at all of putting the library on the market park, where for the sake of both building and park it never ought to be."