

ABOUT A NEW RAILWAY

The Lindsay, Bobcaygeon and Pontypool Scheme Discussed

ON THURSDAY NIGHT—DIRECTORS CONFER WITH THE CITIZENS—THE SCHEME EXAMINED—LAST CHANCE—TAKING STOCK NOT POSSIBLE

On Thursday night a good number of the business and professional men of the town responded to a circular invitation of the provisional directors of the proposed C.P.R. extension to Bobcaygeon. His Honor Judge Dean occupied the chair and two hours were occupied in discussion. Numerous objections were answered, and at the close a general public meeting was announced for Tuesday night, a report of which will be found in another column.

Mr. Thos. Stewart, solicitor for the directors, stated the case on behalf of his clients. He said: The importance of having C.P.R. connection for this town has led a number of citizens to co-operate with gentlemen in other parts of the county to make an effort to obtain the proposed line from Pontypool to Bobcaygeon. The government grant and charter have both been revived, and now it remains for municipalities along the route to vote substantial bonuses, and the line will be built. If it is not now built it is more than likely that the grant will never be revoked.

Mr. Steers—Why? Mr. Stewart—Because it is agreed by both parties that no bonuses ought to be granted to build roads through these parts of the country that already have a railway. The idea is to bonus only colonization roads. Mr. McHugh and Senator Dobson agree that the money will not be re-voted, so now is our last opportunity. The provisional committee have taken the necessary steps to bring the issue before the people.

Mr. J. D. Flavelle—Lindsay cannot reach her full strength without the C.P.R. Opponents of the present scheme fear we may be after all sold by the G.T.R. getting control after it is built. There is no danger for the two lines could not amalgamate without an act of Parliament. It is probably true that this is our last chance. From what I heard at Ottawa and what our member and Senator Dobson say, it certainly is. It is for the people to say if they want it. Lindsay will likely be the hardest of the municipalities to carry.

Warden Bryans—The manufacturers in any town need access to two lines of railway. The lack of these is one thing that has retarded the progress of Lindsay as compared with Peterboro and other places privileged in that way. The freight rates of the two lines may be the same, but you will find that they are not uniform. They are both lower at competing points and if we get the second line here we shall have better rates. At any rate the work here is too much for the Grand Trunk. There is plenty of evidence that the line is not equal to the enormous business that is being developed in this district. Heavy freights such as forest product and stock is at a great disadvantage in the matter of cars, and this can scarcely be remedied by the G.T.R.

In reply to a question, Senator Dobson said: I am perfectly satisfied that the grant will never again be voted. Geo. McHugh, M.P.—I agree with Mr. Flavelle and Senator Dobson. That it will be very difficult to get the bonus again voted. Both parties are taking strong ground against bonusing any but colonization roads. Enough influence could not be brought to bear again to overcome that tendency. It was only under strong pressure that it was done this time, and both parties are a unit in opposing the principle.

The chairman and Mr. John Kennedy challenged objectors. Mr. Albert Jewett accepted and said: I am not sure that C. P. R. connection would increase the business of the town. The bonus of \$25,000 is not a large consideration, but a large volume of trade stands a chance of being cut off by the road. The Whitby railway was no good to the town. Sonya-Cresswell, Manila and Mariposa stations have received the produce that used to be brought to Lindsay. The prices at these points are nearly if not quite equal to those at Lindsay, and if there is a cent or two per bushel in our favor, farmers won't draw distances like they used to. Then they had nothing else to do; now they have stock and other things to look after that keeps them at home and pay for looking after.

Our river trade, too, will likely be damaged. The prosperity we have developed will cease. Lumber will be manufactured at Bobcaygeon instead of towing the logs away up here. The Trent Valley canal will be the road to the sea-board, and that will tend to have Bobcaygeon a shipping point at any rate. The railway would not get a good deal of trade that is counted on for that reason, and what it did get from that quarter would be stuff that is manufactured in our mills here now. The road will put elevators at Dunsford and to the south of us and take away more trade than it brings in. I think we had better talk business to the Grand Trunk and they will do for us anything that is required. Of course I am only stating the case as it appears to me and others as well. If it brings new factories here it will be a good thing, for a man earning \$400 or \$500 a year of more use to the town than two or three farmers.

Squire McDonnell—I have had to defend every railway we have ever got. The same cry has been raised against every one of them. Even the first was going to ruin us because it took the place of the stage coach. To oppose a road without hearing all in its favor is madness. What a public meeting is held I can meet all objections. Why when we got our first railway we had a population of 250. Next year we had 1,100. It was said it would be all right if the road stopped at Lindsay, but if it were built through it would build up Beaverton and other places. What is Beaverton to Lindsay to-day, or Kinmount, or Fenelon Falls? Nine-tenths of

what I have in Lindsay. I am not afraid of the tax. There is as much spent by five or six people in tobacco as it will cost any farmer in ops. It will give us a great advantage to have a competing line. Not long ago Mr. Crossen, the car maker of Cobourg, said he would rather come to Lindsay than Peterboro but for the lack of two lines of railway.

R. Kennedy—I have been glad to hear Mr. Jewett raise the objection about the loss of Scugog trade. The only work on the river that could be diminished is unloading Mr. Boyd's lumber. That costs about \$700 a year. We should not lose all that for Mr. Boyd has a steamer and scows for the purpose and would likely bring a good deal up in that way still. Everything going to G. T. R. points would be handled that way as cheaply as paying two freights and loading it there. It has already been a loss to Lindsay to not have another road. I know that there would have been 200 more cars of lumber go out of the town this summer if we could have got the cars. I am not finding fault with the G. T. R. They have served Lindsay as well as other towns. Day after day we rang up the station for cars. Mr. Paton did his best. If we had got cars our yards would have been empty; so would Carew's and Boyd's. In that case we should have had the money and could have gone into the woods with more men than we can now.

There is no danger of plants being moved from here to Bobcaygeon. The logs come mostly from Fenelon Falls and can be brought to Lindsay for cutting more cheaply than they can be cut after being taken to Bobcaygeon and then shipped to Lindsay.

The way it stands now we find it impossible to ship to C. P. R. points because of the double freights. The lumber industry of this section will grow if we get C. P. R. connection for it will extend our markets. It is a necessary factor in that part of our industrial progress. I would rather pay my share of a \$50,000 bonus than be without the road. It would have been a great thing for the town to have had it four years ago. We are more prosperous now and it is becoming a greater necessity all the time. Take the one example of lime. It costs 20 cents a bushel now. Around Bobcaygeon there is an unlimited supply of limestone, a kiln not operating and plenty of cull wood with which to burn lime. If the road goes through that kiln will be operated and lime will be at least five cents a bushel cheaper than now. Other products will be affected similarly.

Judge Dean—There will be a great influx of tourists to our back lakes per G. T. R. next summer. If we get C. P. R. connection that road will bring as many more. There is not large enough playground south of us for the multitudes from the torrid belts who seek recreation. We have ideal summer resorts when they are developed. Our gains in that way alone will recompense us for all the cost.

Jos. Staples—Could we not take stock in the road instead of paying a bonus? Mr. Stewart—That is not possible. Capitalists will not go into partnership with municipalities. They have to put in large sums of money and want the management of the concern in their own hands. Railway projects are largely speculations and it is only a chance to make them pay. Stock is out of the question. The question has been raised and it presents a danger to this scheme for it can be used as a herring across the track and might defeat the by-law if there was any doubt on the subject. Suppose it did and the present project were voted down, what prospect would there be of floating such a scheme? None at all; we should simply be left without the road.

John McLennan—How was the sum of \$25,000 arrived at? Mr. Stewart—I don't know. It is the sum that was asked before and we have adopted it. Judge Dean—What does that amount to on \$1000 of assessment? Mr. Stewart—Seventy-two cents. Regarding Mr. Jewett's fear of losing the local trade, it seems to me we must decide between having Lindsay a good country town and a first-class town of the Dominion. It can be the former without more railways—it is already—but to become the latter it must have access to the two great railway systems of this country. Our manufacturers must be given the advantage of all markets. Stores at Dunsford and Janetville do not need to frighten us. Let them come. The man of the stage coach could not muzzle the railway, nor the man carrying mails on foot stop the telegraph and telephone. We want the best. We cannot control competitors and we are not bonusing the road for local advantage, but if we are going to compete with our rivals in the Dominion we must have every possible avenue to the markets of the world. It is no quarrel with the G.T.R. That road has done admirably, but it is a matter of pure business that we should seek to connect with the C.P.R.

John Kennedy—In answer to Mr. McLennan's question I would say that the former director's consulted experts and they said the bonus from government and municipalities ought to be \$5,000 per mile. It was on that basis the bonuses were asked.

Judge Dean—The government grant is \$128,000. It is given on condition the municipalities give their amounts. If we insist on taking stock, we shall lose the government grant of \$128,000. That will make our stock pretty expensive. Mr. Stewart—Monied men say we should have increased the bonus asked by 20% because of the advance in materials. Albert Jewett—All travellers say they can safely open accounts with every business man in Lindsay. That shows we are prospering. I am willing to give way to see our manufacturers benefited. Col. Deacon—When the railway was built here from Port Hope this district became responsible for \$60,000. In 1872 it owed \$156,000 to the Municipal Loan Fund. The government came to the rescue and cancelled all but \$30,000. All Lindsay ever got for her bonds was \$195 a year. That annuity was sold lately for \$5,000 cash.

The road has only paid 3% at best to its shareholders. Buying bonds is not a good thing for municipalities.

A. D. Mallon—I know of two factories that are thinking of moving to Lindsay. One is a furniture factory from the west; the other a canning factory from the east. It will come if the by-law passes. I had a letter from the owner to-day. I don't expect to be manager of the road, but on account of the factories I am in favor of the road. We are asked to pass two evils by-law this time, but I say "Of two evils choose the least." (Laughter) One factory wants only a free sight and will employ 50 adults and 55 young hands; the other 25 adults and 35 younger. We must have a public meeting and then work quietly. We want to get people of all classes doing something for it and not the rich alone. If \$128,000 of government money is spent we shall get a good deal of it in this town as well as of our own bonus. Supplies will be bought here. Our merchants will gain by it. I won't make much, but I can't lose much either.

W. Grace—Lindsay will carry. Give attention to Ops. A. D. Mallon—Ops is all right. Guard our own fortifications.

Mr. Edwards—I move that a public meeting be called for Tuesday night to discuss this matter.

Rev. J. W. Macmillan—In seconding the motion I would like to say that I do not think enough attention has been given to Mr. Staples' idea that the people should benefit by their contributions to this road. People suspect in railway matters that some speculator is asking for money that will be used chiefly in enriching himself. They have these suspicions very wisely too, for in many instances that is true. There are papers in Toronto preaching continually that railway promoters are enemies of the people. I came here to raise that very question. I have seen dozens of schemes out west that were of the character I have mentioned. I do not think this one is but that is what the man of small means in this town is anxious about. I have no vote to cast one way or the other, but only mention this point that the people may have some assurance respecting it.

Ex-Mayor Taylor—The main object of this meeting has not been stated. It ought to be known that the directors are not the recipients of any money for the interest and work they give to this project. On the other hand they are out of pocket for the preliminary expenses. They are interested for the town's sake and for the same reason every other citizen should be just as much interested. The work of course and canvas should not be left to the directors. The people should take hold of the project after it has been brought to its present position.

Robt. Smythe—It has been said the scheme will fall through if we do not act at once. It will not; there are two years in which to take action. Last year I introduced a memorial to council asking government to grant a bonus. It was adopted by all the municipalities but Mariposa. I believed then that the road would be projected by local men entirely. Since that time I have learned that a man named Wickham of Toronto is busying himself in the matter and that instead of floating the thing ourselves this gentleman is manipulating it. He went to England to get capital. That has changed my views. I am not in favor of voting large sums of the town's money into his pocket. Shippers are interested in the road. I have no direct personal interest. I shall be out of pocket by it, but if it is for the general good I do not mind that, but I should like to know that there is not something behind it all. The amount is small but every addition to our debt detracts from the value of our property and our forces of revenue.

Mr. Stewart—How is the road to be built if not by money and men? Mr. Smythe—Yes but we want to know that the thing is bona fide and that there is money to build if we make this grant. When we went before Premier Hardy about the grant for the Haliburton that was the point he insisted on. So should we. We ought to know what we are doing.

John Kennedy—Nobody can build a house without somebody profiting. Mr. Smythe—That is no answer to my first question. I believe the provisional directors of the Whitby road got 15% over all cost.

Col. Deacon—There were no provisional directors. Judge Dean—We all understand Mr. Smythe. He has proved that the laborer is not worthy of his hire. He says plainly what the rest of us would blush to think of.

Mr. McHugh M. P.—The councils interested, all petitioned for the grant. Mr. Wickham is solicitor for the provisional directors. He is busy looking for financiers to take up the scheme. If Mr. Smythe was honest when he brought in his memorial he will still support the road. The fact that Mr. Wickham will get pay for his services as solicitor is not a reason why any man will oppose the scheme. It is said grain workhouses will spring up. Very likely; why else would the townships be interested? It will be for the town merchants to compete with outside places and try to induce the farmers to bring their capital here after they have sold their grain at the elevators near their homes.

John McSwoya—We are piling on taxes too fast. But as this is our last chance to get the road we had better support it. We can get the waterworks when we can't the railway, so I think it will be wise for the council to withdraw the waterworks by-law for fear both may be killed, through asking too much.

Registrar Barr—The waterworks won't affect the taxes of the town. They are a paying concern.

Mr. Smythe—We don't know till we try. THE RESOLUTION Moved by Dr. Simpson, seconded by Squire McDonnell: That this meeting pledges itself to consistently promote the construction of the Lindsay, Bobcaygeon and Pontypool railway and to support the granting of a bonus by the town of Lindsay—Carried.

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