

THE WATCHMAN-WARDER.

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LINDSAY, THURSDAY, DECEMBER 21st, 1899.

75 Cents per annum

Money Slips Through Your Fingers

for lots of things that are not really necessary to your welfare and comfort—sometimes for things you would actually be better off without, but.....

SUITS YOU MUST HAVE

- Men's Tweed Sack Suits, \$5, \$6, \$7, \$10.
- Men's Serge Sack Suits, \$5, \$8, \$10.
- Men's Tweed Suits, double-breasted, \$6, \$7, \$9.
- Two special lines, one an Irish Serge and the other a Nap Frieze, both double-breasted, French faced, Italian lined, worth \$10, for \$8.
- Youth's Tweed Suits, \$3 50, \$4 00, \$5 00.
- Youth's Irish Serge Suits, \$5, \$6, \$7.
- Boys' Tweed Suits (3 piece), \$2 50, \$3 50, \$5.
- Boys' Tweed Suits (2 piece), \$2, \$3, \$4.

OVERCOATS YOU CAN HAVE

- AT THESE PRICES:
- Men's all-wool Beaver Overcoats, in Black and Blue, \$7.
 - Men's Heavy Nap Overcoats, in Black, \$7.
 - A special line of all-wool Beaver Overcoats, Silk Velvet Collar, good Italian Lining, Mohair Sleeve Lining, equal to \$15 ordered coats, for \$10.
 - Men's Irish Frieze Ulsters, Tweed Lined, Storm Collar, \$5, \$7, \$8.
 - Men's Irish Frieze Pea Jackets, Tweed Lined, Storm Collar, \$3 50, \$4 50.
 - Youth's Irish Frieze Ulsters, Tweed Lined, Storm Collar, \$4, \$5.
 - Boys' Irish Frieze Reefers, Storm Collar, \$2, \$2 35, \$2 85.
 - Boys' Blue Beaver Reefers, \$2 50, \$2 75, \$3 00.
 - Men's Cardigan Jackets, in Black and Brown, \$1, \$1 50, \$2.

UNDERWEAR YOU SHOULD HAVE

- Men's fleeco-lined Shirts and Drawers, sizes 36 to 44, 50c.
- Men's fleeco-lined Shirts and Drawers, extra heavy, 75c.
- Men's Union Shirts and Drawers, 35c.
- Men's all-wool Shirts and Drawers, plain and ribbed, 50c.
- Men's all-wool Shirts and Drawers, extra heavy, 75c.
- Men's Scotch Shirts and Drawers, extra heavy, sizes 36 to 44, \$1 35, \$1 50.
- Men's Scotch Shirts and Drawers, extra heavy, Shirts with double back and front, sizes from 36 to 42, \$1 00.
- Boys' fleeco-lined Shirts and Drawers, size 24 to 34.
- Boys' Union Shirts and Drawers, size 22 to 34.
- Boys' all-wool Shirts and Drawers, size 24 to 34.

GLOVES AND TIES YOU WILL HAVE

- Mocha Gloves, in leading shades of Brown, \$1 25, \$1 50.
- Mocha Gloves, silk lined, Tan and Brown, \$2.
- Lined Kid Gloves in Tan and Brown, 75c, \$1, \$1 50.
- Our Ties are the latest designs and the newest shades in Bow, Lombard, Four-in-hand and Puffs, from 10c to 75c.

Our ads. are groups of facts, and if you have any doubt about our printed promises, then we ask you to investigate those promises, as conviction will surely follow.

O'Loughlin & McIntyre

Men's Furnishings Hats and Caps

Special Prices in ——— for Christmas Buyers

Men's American and English Stiff and Soft Hats, fine bindings and band in silk, black and brown shades, at \$2.00.

Men's Black and Colored Fedoras, fur felt, fine silk bands and bindings, at \$1.50.

Men's Soft Hats, Fedoras, at 75c and \$1.

MEN'S FURNISHINGS

Men's heavy Wool Underwear, Ribbed, \$1 per Suit.
Men's fleeco lined Underwear, 75c and \$1 per Suit.
Men's extra heavy fleeco lined Underwear, \$1.50 per Suit.

Men's Linen Collars, heavy, 15c, and 2 for 25c.

Men's Silk Ties, special, 50c, now selling for 25c.

Men's Black Cashmere Sox, special, 25c per pair.

Men's White Shirts, 50c, 75c, \$1 each.

Men's American make Suspenders, fine elastic web (crown make), silk ends and drawer supporters, kid stayed, dark and light colors, 50c each.

Men's cheaper Suspenders, at 15c, 20c and 25c.

Men's Colored Shirts (W.G.&R.), new patterns, for Christmas trade, 75c and \$1.

Men's Linen Cuffs, with or without Links, 25c.

Men's Unlaundered White Shirts, 50c.

Stock is complete in every particular in Men's Furnishings. A call will convince you.

Armstrong Bros.

Manufacturing Furriers and Leading Hatters,

96 KENT STREET, LINDSAY

Some Facts About...

Clothing

In the Clothing trade prices alone do not count. It's QUALITY and PRICE combined that cuts the figure. A low priced garment is often the dearest thing that one can invest in. We have made the standard of QUALITY HIGH, and the scale of PRICES LOW. That's what gives merit to our Clothing.

To the ladies we say: Keep this store in your mind when thinking of.....

Xmas Presents

for your sons, brothers or gentlemen friends. We have the goods they require and appreciate.

To all we say: Come and inspect our magnificent range of Xmas Novelties.

H. A. Morgan & Co.

ARTISTIC TAILORS

Up-to-date Furnishers.

Opp. Post Office

Xmas Goods!

New Fruits

- Choice Selected Raisins
- Choice Crescent Currants
- Choice Crescent Raisins
- Crosse & Blackwell's Peels
- Layer Figs
- Shelled Almonds, Walnuts, etc.
- Crescent brand fruits are the finest grown. Ask to see them.
- No. 1 Apple Cider in stock.

Crockery Department

The most complete stock in town

Special value in.....

- Dinner Ware,
- Toilet Sets,
- Banquet Lamps.

A full line of Xmas novelties. Inspection solicited.

Spratt & Killen,

FAMILY GROCERS

Established 1/4 Century.

The Man Behind the Shears

—the cutter. It's he who gives the style and "snap" to a garment.

We know when a garment fits, and it never leaves our hands until it does fit.

We have the right cloths to select from, including English and Scotch goods.

Consult us before ordering your Suit or Overcoat.

J. J. RICH,

THE NOBBY TAILOR, LITTLE BRITAIN

THE C. P. R. CONNECTION FOR THE TOWNSHIPS.

How the New Railway will Benefit the Farmers.

To the Ratepayers of the Townships asked to Aid the L. B. & P. Railway:

The Provisional Directors of the Lindsay, Bobcaygeon and Pontypool Railway Co. having determined to make another effort to carry through this undertaking, have succeeded in renewing the charter and in obtaining from the Dominion Government a grant of \$3,200 a mile for the full length of the road—forty miles—in the place of the original grant for only 32 miles, which had lapsed.

It will be remembered that in 1883 the defeat of the bonus by-law in one of the Townships put a stop to the undertaking at that time and rendered all the work done by the Provisional Directors up to that date abortive. For the following reasons the Provisional Directors now confidently ask your support of the By-law which is now being submitted to the vote of the ratepayers on the 1st of January next.

(1) It is certain that C. P. R. connection means a large and steady growth for the town of Lindsay, and whatever benefits the town in a large measure will have a beneficial effect in many ways upon the surrounding townships. Increased shipping facilities for produce of all kinds will bring into the Townships buyers who patronize or deal with the C. P. R. System in competition with those who at present are connected with the Grand Trunk and the beneficial effect of this competition will be felt in almost every article that the farmer has to sell. You will have a keener, livelier, steadier market, and you will find it a great deal easier to make satisfactory shipping arrangements for cattle, hogs and all other live stock and articles that are affected by increased railway facilities. The welfare and prosperity of the surrounding country is largely and closely identified with the progress and prosperity of the Town of Lindsay. If the Town of Lindsay should grow in the next few years to be a city of 10,000 or 12,000 people—and to do that it must have C. P. R. connection—you would find a largely increased demand for all kinds of farm produce, and especially of what are now considered of the smaller kind—but which are still very important—such as butter, eggs, poultry, etc., while all kinds of live stock and more important lines of produce would feel the benefit in every way.

(2) Farmers will not only directly benefit from C. P. R. connection in the way of out-going shipments, but they will directly benefit in a great many ways from better rates and improved facilities in their incoming freights—in connection with many articles they may use or consume. A single illustration will suffice. A leading farmer of Ops obtained during the past summer a certain article from a western manufacturer on which the freight was quite an item. He was told the article could be sent to Peterboro—a longer distance—for a freight rate nearly \$4.00 lower, but it did not pay him to go to that town. In other words had there been direct C. P. R. connection to Lindsay that farmer would have saved enough on one article alone to pay his extra tax rate on the railway account for a couple of years. Many cases of this beneficial result as to incoming charges will occur to farmers.

(3) Opponents of the project may assert that both Railway Systems agree to charge the same rates at competing points. Even if this is the case, the fact of their having to agree upon a common rate makes for the reasonableness of that rate. Occasionally there is competition, sometimes active and sometimes quiet and keen, and then competitive points get the benefit. But the chief benefit that live stock and other shippers and dealers will derive will be that of having cars promptly when wanted. When there is only one Railway, as at Lindsay at present, only those cars which can in the busy season be spared are supplied, while competitive points like Peterboro are carefully looked after and kept well supplied with cars by both Railways. A car shortage causes serious loss and inconvenience at one-system places when there is a rush of business and a demand for cars. The moral of all this is to have two systems; to make Lindsay a competitive point on the G. T. R. and C. P. R., and have all the advantages to be derived from the presence of the two great Railways.

(4) It is certain that unless the L. B. & P. Railway is brought to a successful issue this time the Government of the Dominion will refuse to renew the charter and the subsidy, and thus the Dominion grant of \$123,000, which would otherwise be spent in this district in building the road and giving abundant employment to laboring men, will be forfeited and diverted to some other section of the Dominion.

(5) It must be clearly borne in mind that the defeat of any one of the By-laws will forever put a stop to C. P. R. connection. It is a case of "now or never" with this project.

(6) It should be distinctly understood that the Provisional Directors, whose names are appended to this circular, and all of whom are heavy taxpayers, have absolutely no financial interest in the building of this Railway, greater or other than those which they have in common with all other ratepayers, namely: The great advantage to their business interests and the immense general advantage to

the town at large, in having the C. P. R. connection at Lindsay.

(7) Canada is on the eve of a great industrial development. British capital is being freely directed to the development of our great and varied resources of the mine, the forest and the farm, and it must rest with you, by your vote upon this by-law, to say whether Lindsay and the adjoining country shall be placed in the best position to compete with other localities and cities for its fair share of the new and increased business which this new eve of prosperity and progress is bringing about, or whether we are to be a standstill, unprogressive community, and be left behind in the march of progress. Those who are for enterprise, progress and prosperity should use all their influence to secure the advantage of another and a competitive Railway system—the C. P. R. connection, by supporting the by-law.

(8) You are specially requested to attend the public meetings that will be held in convenient places as will be announced by posters, to discuss the question, and to come out on the First of January next and vote for the Bonus By-law and secure all the undoubted advantages the new railway—the C. P. R. connection—will confer.

W. T. C. BOYD, Chairman Board of Directors.

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|-----------------|-----------------|
| MOSSON M. BOYD, | JOHN DOBSON, |
| JOHN KENNEDY, | WM. NEEDLER, |
| J. D. FLAVELLE, | JAS. DEACON, |
| THOS. BRADY, | WM. McDONNELL, |
| F. C. TAYLOR, | J. G. EDWARDS, |
| JAS. GRAHAM, | ROBT. KENNEDY, |
| A. E. BOTTUM, | JOHN L. READ, |
| | J. T. ROBINSON, |

COMMUNICATIONS

Municipal Stock vs. Bonus

To the Editor of WatchmanWarder:

SIR,—At the request of several ratepayers of the town, I will endeavor to lay before the public the method I consider to be more advantageous to them than the one referred to at the recent public meetings for building the Pontypool railway. I would advocate the building of the road, first from Lindsay to Burketon, in the manner hereinafter mentioned, and this portion completed, let the government of Ontario be applied to for fifteen hundred dollars a mile from Lindsay to Bobcaygeon. I advocate the taking of stock by the municipalities in preference to the bonus system, because the directors representing the municipalities would own the road and be in a position to make a good bargain with the C. P. R. company, and would receive from 40 to 45 percent of the gross earnings of the road, whereas under the bonus system, this 40 or 45 per cent. would go to the pockets of private directors. Again, as is well known, several of our Canadian railways in this vicinity were built and completed for less money than the government grant and the bonuses, and then mortgaged for a large amount. For example, the Port Perry and Lindsay road, received \$11,000 a mile, made up of government grants and bonuses, and was then mortgaged for \$6,000 a mile the actual cost was less than the first-named amount (\$11,000). The difference went into the pockets of the promoters. Nearly the same thing took place with the Haliburton road; these roads in every case being made a source of great profits for the promoters, which shows how the bonus system is abused, and the money of the people diverted from its proper use.

It is all nonsense to say that capitalists would not associate with the municipalities or their representatives on the directors board. The present directors are asking for a bonus of \$25,000, which in thirty years will amount to \$13,500 owing to the addition of interest; whereas I would advise the \$43,500 to be taken in stock now on the part of Lindsay. If this were done, at the end of thirty years they would have this amount of property in the railway as owners; whereas in giving a bonus, the money would be paid and they would have nothing for it. They would not own it—would have no say in it, good, bad or indifferent.

Further the town of Lindsay, under the plan I mean, would derive an income from the road out of the 40 or 45 per cent. returned from the C. P. R. from the gross earnings. I would suggest that stock be taken as follows to build the first portion from Lindsay to Burketon:

Lindsay.....	\$43 500
Ops.....	27 000
E. Mariposa.....	15 000
Manvera.....	15 000
Cartwright.....	7 000
	\$107 500

This with the government grant of \$83,200 would equal \$190,700. The road, I estimate, would cost \$208,000, leaving a balance of \$17,900, to be raised either by stock or mortgage, or by selling a portion of the stock. It is important to bear in mind that under this plan, the road would not cost the municipalities any more than under the bonus system, and would have the advantage as stated above, that the municipalities would own the road with an indebtedness of only \$17,900 on it, besides the percentage received from the C. P. R. would pay off all the interest on the debt of \$107,500 stock. This is not all. The percentage accruing on the gross earnings would also pay off a good deal of the principal itself in thirty years.

It is all very well for the present directors to profess that they have no personal interest in prospect in promoting bonuses for this road, but it

is well-known in the history of railroads that those built under this system have been made a source of very large profits for the promoters. Mr. Stewart remarked at Tuesday night's meeting that I was a "sore head" and that was why I advocated stock-taking by municipalities. In reply to Mr. Smythe he said "Why was not this argument heard of before?" I may inform Mr. Stewart that I went personally to Mr. Ray, then mayor of the town, and Mr. Kyle first reeve, and insisted upon their demanding stock instead of giving a bonus. Then as now there were men connected with the company who would not consent to the proposition. I then went even so far as to offer to submit the question to Sir Wm. Van Horn who was the best authority in the Dominion as to which plan would prove the most beneficial to the railway, stock-taking by the municipalities or bonuses, but to this offer they would not consent. These facts were before Mr. Stewart, as was Mr. Smythe's explanation of my advising him to get resolutions passed in the council in July 1888, asking the Dominion government to revise the charter and government grant by an order in council. Further I wish him to understand that I am in favor of getting the railroad, but want to get it into this town under as favorable terms as possible. The history of railroads built in this county on the bonus system bears a bad record. Mr. Stewart at the same meeting, also tells the people of Lindsay that they should own their own waterworks, their own lighting, and the Dominion government should own the railroads. If his arguments were correct in any of these enterprises named, then surely it must be to the interest of the people of Lindsay to own their own railroad, but he forgot to tell his audience that the people were the government and the men at Ottawa only their servants. The speaker wished to impress upon the people that the municipalities could not build or operate the road. The present company do not intend to operate it. The by-law tells us that the C. P. R. intend to operate it, and they (the company) will take the percentage. It requires five directors to form a railroad company. If all the municipalities took stock surely Lindsay could furnish one director, also Ops, Mariposa, Manvera, and Bobcaygeon one each, and if more were required, give Verulam and Cartwright one. These would form the railway company and I cannot see why they could not manage it equally as well as the present company. They, representing the municipalities, could make more favorable terms with the C. P. R. to operate the road than any railway company composed of private individuals.

The remark was made by one of the speakers on Tuesday night that the government grant was given on condition that the municipalities would give their bonuses. Now I am quite certain that there are no such conditions attached to the grant; and the remarks made about the Guelph and other railroads were made upon the same principle.

These are the plain facts of the situation and the people are intelligent enough to judge for themselves. Pay no attention to fly sheets, or dodgers. They are responsible to no one, neither be alarmed about the government grant not being renewed. No government, be they Grit or Tory would refuse to renew a grant at the request of the municipalities interested.

If the town of Lindsay and the township of Ops want to own and control the C. P. R. connection let them vote against the bonus and they will get the stock.

Yours Truly
JOHN McDONALD.

KEEP WATER OFF THE ROADS.

If Work Is Well Done Even Clay Makes a Good Road.

Water is the greatest enemy to road making and if it can be excluded or got rid of, most materials, even clay, will make a good road. Gravel, or clay and gravel combined, make an excellent road when free from water, but when mixed with rain it is a failure. In the rainy season in autumn, if the road bed is flat, or if there are ruts or depressions holding the water, or if there are pools of water in the ditches, or by the roadside, it permeates the ground till the road-bed to a considerable depth is perfectly saturated or filled with water, making a soft, muddy road till freezing time, when there is a rough, frozen surface for a time. But the greatest trouble is in the spring time when we say the "frost is coming out of the ground." This water, when frozen, is expanded in every direction, separating every atom of dirt or sand from every other atom, and when the ice is melted, there remains this loose condition of the ground or road material, with only water between and separating the particles of earth, giving conditions that make the road unfit for use; and so we see it is the water that makes the mischief, and of whatever material the road is built the water must be excluded or the work is a failure; hence good drainage should be the first consideration. And so this section of road that has been selected for improvement should be well studied, and when it is determined what to do in view of permanence and durability, why not proceed as is done in other work of like importance, and employ experts in their line of work, or let the job by contract?

Marriage Licenses

Issued by BRITTON BROS., Jeweller Lindsay.—lyr.