

BY-LAW No. ....

A BY-LAW TO GRANT A BONUS OF SEVEN THOUSAND DOLLARS TO THE LINDSAY, BOBCAYGEON & PONTYPOOL RAILWAY IN DEBENTURES OF THE CORPORATION OF THE TOWNSHIP OF MANVERS.

Whereas the Lindsay, Bobcaygeon and Pontypool Railway have made application to the corporation of the Township of Manvers, asking that a grant be made by way of bonus towards the construction of the said railway, leading from the village of Bobcaygeon in the County of Victoria through and over the Township of Verulam in the said county to the said Town of Lindsay, thence on through the Township of Ops in the said County, thence through the Township of Manvers and Cartwright in the County of Durham to Burketon or to a place near or within ten miles westerly of Pontypool, upon the line of the Canadian Pacific Railway, to the extent of seven thousand dollars in debentures.

And whereas, in pursuance of the statute in that behalf made and provided, a petition was on the tenth day of April A. D. 1893 presented to the council of the said Township of Manvers, duly signed by not less in that portion of the said Township of Manvers hereinafter more fully described by lots and concessions, each of whom so signing was then and is now a duly qualified voter under and by virtue of the statute in that case made and provided, and which said petition expressed the desire of the petitioners so signing to aid the said railway, and stated furthermore that the aid so desired to be given was and should be by way of bonus to the extent of the sum of seven thousand dollars and furthermore that debentures should be issued therefor payable in twenty years, with interest at five per cent., and furthermore defining the portion of the Township of Manvers to be charged by lots and concessions, which said portion is described as follows; that is to say:—Lots one, two, three, four and five inclusive in the fifth concession of the said Township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the sixth concession of the said Township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the seventh concession of the said Township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the eighth concession of the said Township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve and thirteen inclusive in the ninth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the tenth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the eleventh concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the twelfth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the thirteenth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the fourteenth concession of said township.

And whereas, in pursuance of the application of the said Lindsay, Bobcaygeon and Pontypool Railway and of the request of the said petitioners as expressed in and by the said petition so presented as aforesaid, it is expedient to grant such aid to the said railway.

And whereas, for the said purpose it is necessary for the said corporation of the township of Manvers to create a debt to the extent of seven thousand dollars, and to issue debentures therefor in the manner hereinafter appearing and payable as therein provided.

And whereas the amount of the whole ratable property of and in that said portion of the said township of Manvers hereinafter described by lots and concessions, according to the last revised assessment roll, being for the year 1892, is the sum of \$354,895.

And whereas the said township has no existing debenture debt, nor is there any existing debenture debt whatsoever upon any part or portion thereof.

And whereas it will be requisite to raise annually during the currency of the said debentures, upon all ratable property lying within that portion of the said municipality hereinafter described by lots and concessions, as aforesaid, by special rate, the sum of \$561.75, in order to form a sinking fund for the repayment of the said debentures within twenty years from the date thereof, and interest thereon payable yearly at the rate of five per cent. per annum.

Therefore, the municipal council of the corporation of the township of Manvers enacts and ordains as follows: I. It shall and may be lawful for the corporation of the township of Manvers to grant by way of bonus to the Lindsay, Bobcaygeon and Pontypool Railway, which is to be constructed upon, over and along the route hereinafter indicated, the sum of seven thousand dollars upon the conditions following:— (a) That the construction of the said railway from the town of Lindsay to the Canadian Pacific Railway shall actually be commenced on or before the first day of July, 1894, and the same fully completed and in running order on or before the first day of July, 1896.

(b) That there shall be built, erected, and completed, a proper and suitable station on the line of railway at or in the village of Janetville, or at that point on the line of the said railway (when it is constructed) nearest or most convenient to the said village of Janetville.

(c) That there shall be built, erected and completed a proper and suitable way station on the line of railway at Yelverton, or at that point on the line of railway nearest or most convenient to Yelverton. But these conditions are not to prejudice or in any way effect a sale of the said debentures.

every year during the currency of the said debentures, and until the same are fully paid. 4. The said debentures shall have coupons attached for the payment of interest as aforesaid, and the debentures and coupons shall be payable at the agency of the Dominion Bank in the town of Lindsay in the county of Victoria.

5. There shall be assessed, levied and raised in each and every year during the currency of said debentures, by a special rate on all ratable property comprised and lying within that portion of the said township of Manvers described as follows, that is to say:—Lots one, two, three, four and five inclusive in the fifth concession of the said township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the sixth concession of the said township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the seventh concession of the said township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the eighth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve and thirteen inclusive in the ninth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the tenth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the eleventh concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the twelfth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the thirteenth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the fourteenth concession of said township.

6. That the said debentures shall be delivered by the said Reeve for the time being of the said corporation to Robert Ross of the town of Lindsay, banker, as the trustee appointed by the said corporation and the said Railway Company, who shall not dispose of the same or convert the same into money except as hereinafter mentioned.

7. That, subject as hereinafter mentioned, the said debentures and proceeds thereof shall be delivered and paid by the said trustee to the said Lindsay, Bobcaygeon and Pontypool Railway Company upon completion of the said line of railway from the town of Lindsay to the Canadian Pacific Railway, provided the same is commenced and completed within the time hereinafter mentioned and provided for.

8. In the event of the said company failing to commence or complete the said railway within the time hereinafter mentioned and provided for, the said debentures and coupons attached thereto and the proceeds thereof shall at once be returned by the said trustee to the Treasurer of the corporation of the township of Manvers to be cancelled and the coupons may at once pass a by-law repealing this by-law.

9. All interest coupons attached to the said debentures falling due before the day of the completion of the said railway from Lindsay to the Canadian Pacific Railway shall be detached from the debentures and returned by the said trustee to the Treasurer of the corporation of the township of Manvers from time to time as the same become due, to be cancelled.

10. That this by-law shall come into force on the 20th day of December in the year of our Lord one thousand eight hundred and ninety-three.

11. The votes of the electors of that portion of the municipality of Manvers described as follows, that is to say:—Lots one, two, three, four and five inclusive in the fifth concession of the said township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the sixth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the seventh concession of the said township; Lots one, two, three, four, five, six, seven, eight, nine and ten inclusive in the eighth concession of the said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve and thirteen inclusive in the ninth concession of the said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the tenth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the eleventh concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the twelfth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the thirteenth concession of said township; Lots one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen inclusive in the fourteenth concession of said township.

12. The tenth day of June, 1893, at the Clerk's office in the village of Bethany, at 10 o'clock in the forenoon, is hereby fixed as the time and place for the appointment of persons to attend at the various polling places and at the final summing-up of the votes by the Clerk, on behalf of the persons interested in and promoting, or opposing, this by-law respectively.

13. The fourteenth day of June, 1893, at 12 o'clock noon, is hereby fixed as the time and place when the Clerk of this council shall sum up the number of votes given for and against this by-law respectively.

Take notice that the above is a true copy of a proposed by-law, which has been taken into consideration and which will be finally passed by the council of the corporation of the township of Manvers in the event of the assent of the electors being obtained thereto, after one month from the first publication in the MILLBROOK REPORTER of the day of which publication was the eighteenth day of May A. D. 1893, and at the hour, day and place therein fixed for taking the votes of the electors the polls will be held. Dated this eighth day of May, 1893. ALFRED RYLEY, Township Clerk.



Pedigree and Description of the Trotting-Bred Stallion

Muckle Wilkes

MUCKLE WILKES, full brother of Belmont, 8194, Wallace's register, was bred by C. F. Emery, Forest City Farm, Cleveland, Ohio. Foaled in 1887. Sired by Brown Wilkes (2040), 2:21, in the fourth heat of a hotly contested race, and for whom his owner refused a cash offer of \$30,000 and sire of Bianca, three year old record, 2:21; Hattie Belle, 2:24; Winterset, 2:24; Brandoline, 2:24; Hazel, 2:29; Ramona Wilkes, 2:29; Velvet, (4) 2:29; Wintergreen, (2) 2:33; and a number of other youngsters close to the 2:30 list. The above are the first of his progeny, and I think it is a very creditable showing, such as few sires attain to and it is confidently expected he will put up with the coming season some eight or ten in the list of the best trotters and pacers. He was sired by the great George Wilkes, 2:22, and conceded to be the greatest trotting sire that ever lived. He campaigned till eighteen years of age, and meeting and defeating the greatest horses of the day. Afterwards put in the stud for nine years, and during that time sired 75 trotters and pacers below 2:30 in of them below 2:20. Seventy-four of his sons have sired 406 trotters and eighty-two pacers, and thirty-four daughters increased that by thirty-eight trotters and four pacers—a grand total of 695 trotters and pacers in the 2:30 list in the third generation, and proves that his blood is breeding on. Among them such cracks as Harry Wilkes, 2:13; Guy Wilkes, 2:13; Wilson, 2:15; So So, 2:17; Rosa Wilkes, 2:18, etc.; and nineteen of his daughters have produced twenty-one of the 2:30 list. The following will show how the sons of George Wilkes are breeding on as compared with the sons of other great sires. In 1891 the sons of George Wilkes put up 180 in the 30 list, sons of Belmont 53; sons of Hamont 50; sons of Electioneer 30; sons of Harry Medium 27. It will thus be seen that outside of his sire, Hambletonian (9), the fourth in line of the great Hambletonian family, Brown Wilkes dam, Jennie Irving, sired by Henry P. Patchen, the sire of Harry Wilkes, 2:13; Jennie Irving, the dam of Brown Wilkes, 2:21; and several other good ones. Brown Wilkes' second dam was by Withersill Messenger, sire of Belle of Portland, 2:26, in 1891, and the dams of Belle Strickland, 2:26; Startle, 2:26; Charles R., 2:27; Fleetwood, 2:29; Wallace, 2:29; Falmouth Bay, 2:29; W. H. Hambletonian, 2:29; Brown Wilkes is a son of the mighty George Wilkes, 2:22, the greatest producing sire of race horses that ever lived. In comparison with other great producing sires in 1892 we find that out of eight sires of ten or more performers of 2:30 or better, ten of the eighteen are sons of George Wilkes; and twenty-one are represented as sires of five or more; Hambletonian, his sire, coming next with seven; Electioneer four, Belmont four, Caliban, Dictator, Almont, Vcluntee and Harold two each, sixty-seven sons of George Wilkes are represented by 2:30 or better in 1892. This is the greatest showing made by any horse, as Rydyk's Hambletonian, the sire of only sixty-six producing sons by the records of the year, Almont forty-six, Belmont and Nutwood thirty, Dictator twenty-four, and Harold and Happy Medium sixteen each. Daniel Lambert, Onward and Volunteer fourteen each, Princess thirteen, Red Wilkes twelve, Dictator and Blue Bull eleven, George Knox and Mambrino Patchen ten, Alcantra, Dictator, Duroc and Woodford Mambrino nine each, Strader's Clark, Clark Chief, Mambrino Russell, Robert McGregor and Sattelite, seven each.

MUCKLE WILKES' dam, Flora Hill, was a very handsome mare—kept as a brood mare, and has trotted better than 2:40 without any training. Sired by Dave Hill (858), trotted 2:41, with two weeks training, trials in 2:37, and sire of Dave C., 2:25; Barney Lee, 2:25; man Boy 2:28, and other fast ones; also sire of dams of Ned Winslow 2:15, Mary Low 2:21, etc. He by Dave C., 2:25, sired Black Hawk (9) 2:42, the champion of the Morgan family, and sire of the great Ethan Allan, 2:15, with running mate, holding the stallion record for eight years; also Young America, 2:25, on record, 2:27; Belle of Saratoga 2:29, and sire of fourteen sons which produced twenty-four trotters, and sire of the dams of General Tweed 2:25, and Tennessee 2:27, etc. and his grandsons are breeding on with great uniformity. For example Daniel Lambert, the sire of thirty-two in the 30 list, and other

MUCKLE WILKES' second dam was Tuckahoe, the sire of Katie D., 2:28, Sunnyside 2:28, and other fast ones. Sire also of the dams of Hatoga 2:36, who in turn sired twenty-one in the 30 list, and the dams of sixteen in the 30 list—six of them under 2:30, and eight sons that have produced twenty-six performers, and Smuggler 2:15, the greatest race horse of his or any other day—has a double cross of the Tuckahoe blood and many other fast and game horses.

Therefore, all things considered, Muckle Wilkes can hardly fail to be an impressive sire as he combines breeding, individuality, and pure frictionless trotting action. He cannot fail to stamp these qualities on his offspring. His colts are large and handsome and give every evidence of extreme speed, only four of which are rising two years old, and two of which I have at my farm, will compare with the product of any stallion in Canada. One of them is considered by competent judges to be a perfect trotting machine. Would like intending breeders to see them. I think I can safely predict for Muckle Wilkes a great future when his stock are old enough to develop. As evidence of how well the blood of Brown Wilkes "ticks" with our Canadian mare I would just state the half brother to Muckle Wilkes, sired by Kidd Bros., of Listowell, Ont., Oliver Wilkes (10617), sire of the fast yearlings Oliver Twist, yearling race record half mile 1:42, 1:44 at Ridgetown in 1891; Lulu G., winner of colt stakes at Mitchell in 1891; a half brother to Muckle Wilkes, won the sweepstakes prize for the best roadster stallion at Toronto Industrial last fall, and is also the sire of the champion yearling, Lulu G., which holds the Canadian half-mile record.

TERMS.—To insure, \$16.00

ROUTE. MONDAY morning will leave his own stable and proceed to Blue's hotel, Kendall, for noon, thence to Webber's hotel, Garden Hill, for night. TUESDAY, Dominion hotel, Millbrook, for night. WEDNESDAY, James Coe's for noon, Bethany for night. THURSDAY, Yelverton for night. FRIDAY, Swain's hotel, Cesarea, for noon, Holt's hotel, Blackstock, for night. SATURDAY, will proceed to his own stable, Pontypool, where he will remain till the following Monday.

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