

BOXALL AND MATTHIE

Builders and Contractors

See us about your supplies of Hardware, Paper, Glass, Paints, Oils, Metal Shingles and Ceilings. Don't forget that we are head quarters for all kinds of Tin and Galvanized Iron Work, first-class Sanitary Plumbing, Hot Water, Steam and Hot Air Furnace Heating.

We have the name of turning out first-class work; this is because we have practical mechanics and we give careful attention to it, and can assure you perfect satisfaction.

SPECIAL LINES—Galvanized and Black Pipe, Malleable and C. Iron Fittings, Jenkins Bros. Valves, Rainbow Packing, Brass Fittings and Stilton Wrenches.

BOXALL & MATTHIE.
Agents for Happy Thought and the Souvenir Stoves.



LIBERAL CONVENTION

A Convention of the Liberals of the Constituency of

Victoria and Haliburton

Will be held in **LINDSAY,**
Academy of Music

—ON—
Tuesday, May 31st,

1904 at 11 a. m., to select a Candidate for the House of Commons and transact other business.

Only delegates or alternates may vote, but all are cordially invited to attend the Convention.

SINGLE F RES.
The Grand Trunk Railway Company will issue return tickets to Lindsay at 8 mile fare, good to return on the day of the Convention or the day following. The train to Haliburton will not leave Lindsay till 4 30 p. m.

GOD SAVE THE KING
E MOSGROVE, J. MCKAY,
Secretary President

The Weekly Post
LINDSAY, FRIDAY, MAY 20.

THE LIBERAL CONVENTION.

The date of the Liberal Convention for the Riding of Victoria and Haliburton is near at hand, and we wish to impress upon the Liberal workers and supporters in every polling subdivision the importance of reviewing the arrangements that have already been made, in order that no hitch may occur in the sending of the required number of delegates and alternates to Lindsay on Tuesday, May 31st. The convention is in some respects the most important ever called, and it is highly desirable that representatives be present from every section of the riding in order that the opinions voiced may be taken as a reliable expression of the will of the Liberal voters.

HOSPITAL SUNDAY, MAY 29th.

The month of May is herald of the coming of two notable anniversaries, which will be celebrated by loyal Canadians the country over—Empire Day, May 25th, followed by the ever-memorable 24th, the natal day of good Queen Victoria, of blessed memory, with which is also associated the transferred festivities connected with the birthday of her noble son, King Edward VII, the advocate of peace, whose mighty influence is directed—not to the devising of occasions for manifestations of his imperial power and majesty—but to the discovery of opportunities for the healing of breaches and dissensions between nations and peoples. The month of May holds for the people of Lindsay and Victoria Coun-

ty another anniversary of more recent origin, and its close companionship with the two above mentioned seems eminently proper. We refer to Hospital Sunday, May 29th, the date set apart by the Board of Governors of The Ross Memorial Hospital of this town on which to make their annual appeal to the Christian people of the County of Victoria, composing the various church congregations, for aid in carrying on the beneficent work of the institution committed to their charge. As most of our readers know, it was decided last year to ask all the churches of the County to set apart the last Sunday in the month of May in each year as Hospital Sunday, when subscriptions toward the cost of maintenance would be received by the several pastors and ministers. The response was so general and generous that the Governors have reason for concluding that the Christian communities of the County have endorsed the proposal, and that the day may be considered as established.

Last year there was received from the churches a sum in excess of \$400, of which the town congregations contributed almost \$300, notwithstanding that many citizens had previously subscribed to the Hospital endowment fund. It is hoped that this year the country churches will make a better showing. The collection on Hospital Sunday offers the well-to-do farmers of the county a convenient opportunity to contribute to the support of a beneficent and deserving institution that is performing a great humane work in their midst, the full benefits of which can be appreciated only by those who, as suffering invalids, have had occasion to bless its establishment.

We do not think it necessary to go into details to prove the great value of Ross Hospital to the citizens of Victoria County and the country north of us. It should be sufficient to stir the generous impulses of all to know that since it was established hundreds of patients have been treated, and that everyone who has been an inmate speaks in terms of highest praise of the attention and care bestowed by the physicians in charge and by every member of the staff. A number of the patients treated have been without means, and have been paid for by the town or municipalities at the rate of 40c a day, or \$2.80 per week, while the actual cost per patient is \$1.46 per day. This act of philanthropy has been a serious drain upon the resources of the newly established institution, and warrants the most generous recognition at the hands of our Town and County Councils and the people in general. We should remember that it is our Hospital, and that any one of us may be the next to be compelled to take advantage of the aids and comforts there awaiting the sick and suffering.

PEOPLING THE COUNTRY.

Since Confederation we have spent \$5750,000 on the Immigration service. Large expenditures began in 1872, the largest being in 1884, when it reached \$500,000. For years Parliament lived in a fool's paradise, the returns of the yearly arrivals including thousands who came out as tourists or commercial agents; even persons who landed at Canadian ports en route to the United States are counted. The result was that each decennial census showed a wide divergence between the number of persons of European birth reported as being in the country and the number actually in it. The system, in short, was an imposture. Under Mr. Sifton's administration there is every reason to believe that we are getting full value for our money. Care is taken to distinguish between the transient visitor and the man who comes here for the purpose of taking up land or getting into some other permanent occupation. According to British returns, emigration to British North America for every ten year period from 1861 to 1900 was as follows:—

1860-70	195,000
1871-80	232,000
1881-90	395,000
1891-1900	328,000

These figures do not altogether agree with those of the department. They are sufficiently accurate, however, to show that there was a considerable decline in the last period by comparison with its predecessor. Since 1900 emigration from the United Kingdom to Canada has been increasing, the number of arrivals during the last calendar year being over 50,000. There is reason to believe that the increase will be maintained for a long time to come, Canada being now better known in Britain than ever before. It would not be surprising if the aggregate arrivals for the ten year period ending 1910 were in excess of 600,000.

Immigration from the United States into the Canadian Northwest dates from 1898. Since then about 130,000 American settlers have entered, mostly from Dakota, Iowa, Minnesota, Nebraska and Wisconsin. American interests are taking alarm, and some of the railways are endeavoring to divert the stream to the Southern and Southwestern States. Nevertheless the prospects of a rush to Western Canada, continuing in constantly increasing volume are good. The Americans are admirable pioneers, just the men to open up the region lying between the western boundary of Astinboia and the Rockies. Before he can obtain his patent the American who settles on Government land must take

the oath of allegiance; if he buys from private owners he is at liberty, of course, to remain an American citizen, only, as such, he cannot vote at elections. The great majority are becoming British subjects and no one save some excitable pessimist looks for trouble on their account. The number of emigrants who have arrived in Canada since 1897, counting British, American, those from the continental countries of Europe, and all others, is 370,000. In 1892-3 alone the number was 128,000, over twice as many as ever came in any single year under Conservative rule. The value of this growing influx of new population cannot be calculated with nicety, but every reasonable man will admit that, if population is what the country stands most in need of, Mr. Sifton and his agents deserve well at its hands. It is the business of our "Tory" friends to attack the Government at every point, but, judged by the results of their administration, and that is the supreme test, Liberals have a good deal to be proud of.

Recent bye-elections in England, fought on the Chamberlain issue, have resulted so disastrously for the Balfour Cabinet that the report that the Tories intend to abandon that issue, or at any rate postpone it to a more convenient season, is not improbable. A few months ago every "Tory" paper in Canada was abusing Sir Wilfrid Laurier for "refusing to lend a hand to Chamberlain." Were a British Ministry or a British public man with free-trade convictions to interfere in a campaign in this country on behalf of tariff reduction, our Conservative friends would promptly tell him to mind his own business. Sir Wilfrid took a wise course in refusing to mingle, directly or indirectly, in the fray. Had he sided with Mr. Chamberlain the British democracy would have resented it just as they resented the appearance on English platforms of certain Canadian orators who were trying to induce them to tax themselves for our benefit. We who, man for man, are so much better off than they. And in all likelihood he would have been warned by Canadian "Tories" like Mr. Kendry, M. P., that he was going out of his way to encourage an English movement that was aiming at greatly increased preference in our market for British goods, to the loss and injury of the Canadian manufacturer. As it is, Sir Wilfrid's neutrality has not prejudiced Canada in the eyes of either party in Britain. Whatever side ultimately wins, he can treat with it on perfectly friendly terms. What is almost equally important, neither camp in England has been furnished with an excuse for meddling in the tariff controversies of Canada.

OUR HUGE BACK COUNTRY.

The other day Governor Brady, of Alaska, made a speech on that region at a dinner in New York, recalling the time when it was known as "Seward's ice-box." Seward bought Alaska from Russia for \$7,500,000, and people said it was money thrown away. To-day the salmon canning industry alone yields a profit large enough to pay the interest on four times that sum. Gold mining last year yielded \$38,000,000. Stock-raising is being carried on with much success, and the fisheries, other than salmon, promise well. Rich deposits of steam coal have been found along the coast. Altogether, says Mr. Brady, Alaska, counting the value of her products and of the merchandise she consumes (worth \$75,000,000 a year to the rest of the United States), and "she is only just making a start." Cheaper transportation is the one thing needed, and it will come as population grows.

Canadian Tories, who are picturing the back country of Ontario and Quebec as a worthless desert are making a mistake they will yet deplore. Fifty years ago, when the Grand Trunk proper was being built, some of the finest sections of Ontario, notably the Huron and Bruce country, were set down as irreclaimable waste; and we all know how the Hudson Bay Company officials ridiculed the idea of wheat being grown for export in Manitoba, "Steward's ice-box" was only one instance among many of the folly of concluding that because a region is new, unopened and away to the north of civilization it must necessarily be good for nothing. There is every reason to believe that the country between Winnipeg and Quebec, which the Grand Trunk Pacific will traverse, is rich in timber, minerals and water-power, and, in addition, contains vast stretches of good farming land. Yet the Tories make it their business to deride the Liberals who say so and will have it that it is nothing short of criminal to build a line there. Such is the "compelling power" of party politics that it turns men otherwise patriotic enough into enemies of their country!

Some one has said with truth that, at present, all that part of Canada north of St. Lawrence, the Ottawa and Lake Superior, consists of little more than the roadbed of the Canadian Pacific Railway. If the enormous spaces to the north are, as the Tories say, not worth opening, the future of the Dominion is not bright. If, on the other hand, they contain anything like the potential wealth which the G.T.R. surveyors profess to have found, the sooner they are brought within reach of a market the better for all concerned, more particularly for the older provinces, which of late have been almost standing still.

THE PORT HOPE OUTLET.

In another column will be found an account of a trip taken by a representative of The Post over the proposed route of the Trent Valley Canal from Rice Lake to Port Hope. Our representative was amazed at the natural advantages presented by that route, and is strongly of the opinion that nature intended the canal to be sent in that direction, its superiority over the Trenton route being obvious to the eye of anyone not blinded by the rankest prejudice.

In the matter of cost and distance the Port Hope route is far and away the better one, and this fact was recognized many years ago by an Imperial Government engineer. But there is another and most important point in its favor—it is essential that the shortest and most direct route be chosen, because if Canada's present rate of development be maintained—which is likely—it will be with the Trent Valley Canal as with other Canadian waterways, and in the course of ten or a dozen years it may be necessary to enlarge and deepen it. This would be a very costly work if the Trenton route is chosen, because of the immense amount of rock cutting that would be involved.

Let there be an independent survey of the respective routes by unbiased engineers, and a report based on the possibilities of the future.

EDITORIAL NOTES

Our former friends in the vicinity of Lindsay will confer a favor by furnishing The Post with information as to any instance—past or present—of horses being frightened by an automobile on the public roads in the neighborhood of this town, Oakwood or Little Britain.

There is trouble in store for the American Bell Telephone Co. Standard Oil capital is about to establish an independent long-distance telephone line company whose lines will cross the continent from the Atlantic coast to Kansas, and will later be extended to the Pacific Coast and the Gulf. The headquarters of the company will be in Chicago, and the new combination will have two million telephones.

Sturgeon Point Notes.

—Mrs. Walsky, the popular little lady in charge of the Point store, is planning to keep a better stock than heretofore. She should be encouraged, because the store is a great convenience.

—Mr. Grantham has repaired his dock, which was badly wrecked by the spring ice shove, and has his gasoline launch again in commission. The engine has undergone some needed repairs at the Sylvester Gasoline Works, Lindsay.

—Mr. Wm. Steers has leased Mr. Worsley's comfortable cottage for the season, and will take possession at once. Miss Steers and Miss Macel will be welcome additions to the permanent population of this delightful summer resort.

—Mr. Hugh O'Leary and family are again occupying their comfortable cottage below the Point. If our popular K. C. does not stay his hand during his leisure moments, and refrain from adding wings, he will have one of the most imposing bungalows on the shore of Sturgeon Lake. But what is an energetic citizen to do when he cannot fish?

—Cottagers are warned to secure their premises against uninvited guests. Last Saturday night some hungry prowlers gained entrance into the kitchens of the Goodwin and Worsley cottages and made off with part of the viands intended for the Sunday dinners. Mrs. Walsky heard the wanderers on her verandah at about 3 a.m. The constable will have to get his gun ready.

The Great Standard Bred Stallion KESWICK

10144. Record 2.18 1/2; Public Exhibition, three heats 2.10, 2.09 1/2, 2.09 1/2. Has been quarters in 29 sec., a 1.56 clip. The handsomest trotting bred Stallion in Canada. Sire of Tim Spillingsley 2.13; Emmet H. 2.21; Dolly Keswick, 2.25; Minnie Keswick, 2.19 (see record) public trial at Peterboro, 2.17; half-mile heats in race at Toronto, 1.09, 1.06 1/2, 1.05, quarters in 30 seconds; Molly Keswick, public trial, 2.27.

LORD ROBERTS

The Handsomest Carriage Stallion in Canada,

LORD ROBERTS has never been beaten in the Show Ring. He captured first prize and medal at the Toronto Spring Show and at the Industrial several times. His colts took first and second prizes in Carriage and first prize in General Purpose classes in 1903 at the Toronto Industrial.

LORD ROBERTS stands to day without a rival in the Show Ring and his colts are following in his footsteps. LORD ROBERTS is himself a grand animal, with choice blood and possessing superb all-round action, and will when bred with the ordinary mare of the country be sure to sire style and knee action—two qualifications that to-day command almost as much money as speed.

Will make the Season at his own stable, 172 Kent-st. west. For Pedigree and Terms see small cards.—wit.

THE PROPERTY OF G. W. CURTIS, LINDSAY.

Dundas & Havelle Bros.

A Sale of SALVAGE From Toronto Fire

Ladies' Dress Skirts, Ladies' Tweed Suitings, Wool Waistings, Men's Smoking Jackets.

Our second Sale of Salvage takes place this week and we have secured the best bargains in Ready-to-wear Skirts and Suitings ever offered in the town of Lindsay. When we advertise any article you can depend upon the truth of the statement. The goods will always be here as represented. These Skirts and Suitings are all reliable makes—warranted to give satisfaction. A little smoke and water had no effect on their appearance.

WHITE GOODS SALE AT THE COST TO THE MAKER.

Blouses, Underskirts, Corset Covers, Night Gowns, Drawers, Vestings and Embroideries.

A leading maker approached us a few days ago with this story: 'We have too much Stock; sales have been less than we expected; we want money. Will you make us an offer for clearing lots?' We made an offer, we got the goods. They are now on sale for you to benefit by.

- WHITE GOODS.**
- Ladies' White Muslin Drawers, opened and closed makes, wide frills with rows of tucks, worth 40c, all sizes. Per pair..... **25c**
 - Ladies' White Cambric Drawers, opened and closed makes, wide lawn frills, rows of tuck and hemstitching, worth 75c., all sizes. Per pair..... **49c**
 - Ladies' White Cotton Night Gowns, made of good English Cotton, finished with frill of embroidery on neck, front and cuffs, worth 75c For..... **49c**
 - Ladies' White Cambric Gowns, yoke of pin tucks, embroidery and insertion. Regular price \$1.00, for..... **79c**
 - Ladies' White Cambric Underskirts, full large size, finished with wide frill of lawn and embroidery, with rows of tucks and hemstitching. Regular \$1.50, for..... **\$1 19**
 - Ladies' White Lawn Cloth Underskirts, with deep flounce of embroidery, finished with rows of tucks and hemstitching, all sizes. Regular \$2.00, for..... **1.39**
 - Ladies' White Lawn Blouses, with rows of tucks in front, back and sleeves. Sizes 32 to 42. \$1.25 values, for..... **79c**
 - Ladies' White Lawn Blouses, with rows of white cluny lace in front and backs, sizes 32 to 42. Regular \$1.35 value, for..... **89c**
 - Ladies' White Lawn Blouses, with rows of wide cluny lace in front and box pleat in backs, sizes 32 to 40. Reg. \$1.50 value, for..... **99c**

- SALVAGE FROM FIRE.**
- 60 Skirts in the lot, in black oxford and navy blue all exceedingly well made Skirts, all of good material, not one of them worth less than \$3.00. We desire them into three lots.
 - Lot 1—25 Only Ladies' Walking Skirts, made of good tweeds, finished with rows of stitching and inverted pleats, sizes 39 to 42, colors black, navy, oxford. Regular value \$3.00, for **1.69**
 - Lot 2—25 Ladies' Cloth Skirts, made in three styles, all with self and fancy strappings, also shaded pleats in black and navy, sizes 40 to 43. Regular \$4.50 values, for..... **2.49**
 - Lot 3—10 Ladies' Cloth Skirts, in black only, made with inverted pleat, fancy braid trimming and self strappings, sizes 40 to 43. Regular **2.69** \$5 value for.....
 - 500 Yards of Domestic and Imported Tweeds, for Ladies' Suits and Skirts, these are all 56 inches wide and sold regular at \$1.25 to \$2 per yd. We have a full range of dark mixed shades and faded goods. On sale Monday next, at per yd **75c**
 - Gentlemen's Smoking Jackets and Lounge Coats made of heavy, soft English double faced cloth in fawns and greys, edged with plain cloth and with roll collars, regular \$5.00 for..... **3.50**

100 Ends of Cotton Goods picked out of our Wash Goods Stock, consisting of Organdies, Muslins, Zephyrs, Vestings and other Goods. They are in white and colors and worth from 25c. to 50c. per yard. These all go in at one price. Per Yard. 19c.

FLAGS FOR THE 24th.

A whole case of Flags arrived for the 24th of May decorations. They were bought at a great discount, 50 and 75 per cent. less than regular price. Below is a list of sizes and prices.

- Union Jacks, 30 x 33 inches, each 50c.
- Union Jacks, 40 x 44 inches, each 20c.
- Federation, 13 x 20 inches, each 5c.
- Federation, 27 x 40 inches, each 15c.
- BRITISH FLAGS—English Rose, Scotch Thistle, Irish Shamrock, 22 x 28 inches, each 5c.
- Japanese Ensign, 16 x 33 inches, each 5c.
- Japanese Ensign, 20 x 44 inches, each 10c.

Dundas & Havelle Bros.