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The Weekly Post.

LINDSAY, FRIDAY, DEC. 15, 1899.

PROVINCIAL ELECTIONS.

The election of Hon. John Dryden, in South Ontario yesterday, by the handsome majority of 352 will be a source of much satisfaction to his many friends in this district and to the supporters of the government in general. The most desperate efforts were specially made to defeat Mr. Dryden, in order to inflict a serious blow on the new ministry, but Mr. Dryden's friends rallied to his support with an energy and enthusiasm that overcame the enemy. The rejection of Mr. Dryden would have been a great loss to the country, for his services have been invaluable as Minister of Agriculture. We feel encouraged by his handsome majority to go on heartily in the forward movement of progress, prosperity and development with which Premier Ross is determined to make a record for his administration.

The election of Mr. T. H. Preston, of the Brantford Examiner, by the old-time majority of 439, adds a clever newspaper man to the already fine array of that class in the house. Mr. Preston will make his mark in the legislature as a practical and enterprising man. The Premier himself, by the way, is an old newspaper man, and is none the worse for it. It accounts for that native modesty which is one of his characteristics.

The two Elgins have gone conservative by a close shave—the majorities being 21 and 48. The East riding has been on that side; and as to the West riding, it has been a sort of Elgin-off-again-in-again riding—first one and then the other. One riding has a record of six conservatives and one reformer unseated in the election courts.

FARMERS AND THE C.P.R. CONNECTION.

The keen interest manifested and the public-spirited views expressed at a preliminary meeting of leading farmers of Ops, Wednesday afternoon is a hopeful and very gratifying indication of the success of the project. The meeting was called for the purpose of making arrangements to carry on a vigorous campaign in Ops in advocacy of the new railway. A special committee was appointed and arrangements made to hold public meetings in all the school sections of the township during the next week or ten days. The date and places will be duly announced. We may add that a similar series of meetings has been arranged for the other townships interested, so that the directors are sparing no efforts in placing the question fully and clearly before the ratepayers for discussion. The project was most favorably received at the Ops meeting. Leading farmers one after another, expressed the opinion that the new railway—being a direct connection with, and, in fact, a part of the C.P.R. system—would confer benefits on the farmers in many ways that would go a long way towards making up the extra tax they would have to pay. Farmers are quick to appreciate the advantages of making Lindsay a competitive point for the two great railway systems of the country; and to each one's experience will occur illustrations of the practical benefits to be derived. A good deal will depend on varying circumstances and conditions, as to whether benefits may be immediate and large, or come in a smaller and slower way; but they will undoubtedly fall to the happy lot of all. The dewy showers of blessing will even fall upon those who can see no good in the road and who oppose it.

The farmers were equally quick to appreciate at its full importance the fact that whatever benefits the country town—whatever will make Lindsay increase in population and prosperity—will also largely benefit the surrounding country. There is no doubt in the world that if Lindsay should, in the next ten or fifteen years, double its present population—and that is quite within the range of probability—the farmers of the surrounding district would be benefited largely in ways "too numerous to mention" by which will occur to anyone. Now, growth and progress of this kind cannot be expected without the presence of direct connection with the C.P.R. System, a connection which, as one of the speakers said at the town meeting Tuesday night, Lindsay could not afford longer to be without.

The C.P.R. connection will undoubtedly render Lindsay a first-class market all the time for all classes of farm produce and live stock of all kinds. While the market is and has been a good one, it can be made better, through the town having all the advantages of being a competitive point on the two great railways. It will become second to none in the country. It will be

come probably a better market all the time than Peterboro, for it is in the midst of a better and wider farming district.

Mr. Boyd suggested, in his excellent address, that Lindsay should make more of the fact that it is the county town—the chief place of the county; and that all parts of the county are interested in and pleased to see its progress and prosperity. Lindsay has an excellent position, but to go forward is the order of the day. A man or a town cannot stand still; the town must go ahead or it will retrograde; and it must go ahead at a good pace or it will be left behind.

We trust farmers of the several interested townships will attend the public meetings and take part in the discussion. In that way correct and sound views will be formed, and misapprehensions can be removed. The C. P. R. connection is a project that has no cause to fear discussion. The case for it is so clear and convincing that fair and free discussion will increase the number of its supporters.

THE BOARD OF TRADE.

At the present time we think that the Lindsay Board of Trade are not alive to the responsibilities devolving upon them. Up to the present time they have not taken any action advising the citizens what position they should take on the question of buying the Waterworks, or of aiding the proposed extension of the C.P.R. to this town. Many property owners are undecided as to what course they should take on either of the above questions, and would be guided by the action of so important a body of business men as the Board of Trade.

As soon as it was known that the McLaughlin Carriage Works, Oshawa, had been destroyed by fire, many places, keenly alive to their own interests, opened up communication with that firm for the purpose of securing that fine industry for themselves. This matter surely has not escaped the notice of the board. Some effort should be made to get that firm to locate in Lindsay—one of the very best towns in Canada, with any quantity of raw material right at hand for business.

The question of providing hotel accommodation for the Kawartha Lakes is a very important matter, and should be taken hold of in earnest by the board.

We would like to see our Board of Trade take up all these important matters and give them the attention they deserve. The board have got it in their hands to do a good stroke of work for the town, and they should not fail to take speedy action on all and each of these questions.

ABOLISH THE SALARIES.

Toronto Star: Payment of salaries to municipal councils has been tried and found wanting. There was a time when it was believed that the payment of salaries to mayors and aldermen for their services would not only be a just payment for services rendered, but that the system would give us a better stamp of men and would be an act of justice to a large class which felt it has reason to complain that for lack of such payment it was practically debarred from direct representation on council boards. While the theory sounded well, and seemed to be based on reason, as no one, either individually or as a community, has a right to expect something for nothing, yet it must honestly be confessed by all observers, not too strictly devoted to theoretical nostrums, that in practice the payment of salaries either to mayor or aldermen has proved a disappointment and a failure. The pittance allowed to aldermen cannot be considered as payment for services. It would not pay any man, either a workman or a business man, to take the salary into consideration as a recompense for the time he must give to the duties of the office of alderman. The salary, so called, has only served to draw the professional alderman and ward politician of not a very high type of character. The class of men whom it was said payment of salaries would secure have refused to accept the terms.

As regards the salaries paid to the Mayor and controllers, the verdict must be the same as in the case of aldermen. The men whom it was thought the comparatively high salaries would induce to accept the office have also refused to accept the terms. The Mayor's salary has simply been the glittering prize eagerly sought by needy candidates. The competition for this prize has degenerated into an unseemly chase by men who need the salary far more than they do the office.

The condition of affairs is the opposite of that which obtains in municipal politics in England, where neither mayor nor aldermen receive salaries. The positions are sought by men who stand high in the community, and are regarded as honorable men, fit to hold positions of honor and usefulness, without other reward than the approval of the fellow citizens.

The citizens of Toronto will best serve the interests of this city by voting for the entire abolition of all salaries, either to mayor, controllers, or aldermen.

Municipal Ownership.

"I believe in the municipal ownership of public utilities. In this class I place street railroads. Not only would the municipal ownership of such utilities as the water works system, electric or gas lighting systems and street railway system, give better management, but it would prove a means of reducing the tax burden under which the people are beginning to chafe."

C. A. COLLIER.

Mayor of Atlanta.

Marriage Licenses

At Porter's Bookstore.

Keat-st., Lindsay.

C. P. R. CONNECTION.

Continued from Page 1.

To her first baby. She secured a pretty wicker cot for the child. Time passed, the baby thrived, but the cot remained, and finally the child, being able to speak, asked for a new bed—"for room to grow." That was the situation of Lindsay at the present time.

We want increased shipping facilities in order that we may have room to develop to our full growth. Lindsay is undoubtedly one of the best towns in Canada of its size, but its many factories were constantly in need of care to fill orders. No doubt the C.P.R. does the very best it can with the number of cars and locomotives at its disposal. If the town manufacturers had in their pockets the money for 200 additional cars of stock they could have shipped if cars had been given them, they would be able to outdo their operations this winter and employ more labor. In the past poor men have been forced to offer to work for 50c, 60c, and 75c a day when times were dull; but give us the railway and new manufacturing, and men will have constant work at good wages the year round. Even if the C.P.R. rates were identical with the G.T.R., the car blockade would be broken forever. Where the two lines tap a town the shippers are not obliged to keep the telephoned wires hot asking for cars the railway as to when they can be found out how many cars are needed. We hear of high taxes, but give a people better means of paying and the high tax mania for little. It was not a question of affording the bonus—we cannot afford to do without the railway. A mill-owner must have machinery as good as that of his opponent, or take a back seat; so it is with towns. Lindsay has made great progress since he came to town 13 years ago, but other towns had also gone ahead, and we desire to do justice to our natural advantages. There is such a thing as being "penny wise and pound foolish." If we vote for the C.P.R. we shall be wiser, and wonder how we ever got along without it.

MR. BAKER.

Mr. G. H. M. Baker, local manager for the Rathbun Co., added a few arguments in favor of the railway and his words had great effect. He was followed by Mr. S. Irwin, Mr. R. J. McLaughlin and Mr. J. D. Flavell, who were all in favor of the bonus. The meeting dispersed about 10.30.

COMMUNICATIONS.

An Explanation.

(To the Editor of the Post.) Sir,—I find that I made a misstatement at the Railway meeting in the town hall last evening (Tuesday), when I said that the by-law required a two-thirds vote in its favor in order to carry the by-law. I have since learned that I was then misinformed, and that the law is as follows: "The assent shall be necessary of one-third of all the ratepayers who are entitled to vote, and who are a majority of the ratepayers voting on the by-law."—Yours, etc., M. M. BOYD.

Lindsay, Dec. 13th.

LOCAL NEWS-LETTERS.

OAKWOOD.

(Correspondence to the Post.) Mrs. David Graham, of Manitoba, is visiting her sister, Mrs. Thomas Puley, at this place, after a term of 22 years' separation. Mrs. Puley, formerly of Valentia, returned with Mrs. Graham, after a visit to friends in Manitoba.

The executors of the estate of the late James McMillan have let a job to Mr. Hiram Hawley, Little Britain, to build a modern barn on the north side of the 9th line, just east of the residence of Mrs. R. C. Other improvements and alterations are also for next summer.

Mr. Ed. Bousey and family are moving to Toronto from here.

Miss E. Adair is with her uncle for the winter, and Miss L. Adair is with her sister, Mrs. Ed. Proulx, for the winter.

Miss Elsie Woodcock, Norland, is visiting here.

SONYA.

(Correspondence to the Post.)

Mr. Neil McPhail arrived home from Scotland lately with four draught horses, and intends spending Christmas holidays here.

What we have proved a serious accident took place on the farm of Mr. Hector McDougall on Saturday last. While Squires Bros. were in the act of hauling their Separator into the barn by means of a tackle attached to the traction engine, the engine, by causing the engine to go over a bank 5 ft. high and remain fast, standing almost on end. Engine No. 2, the property of Squires Bros., was immediately sent for, and succeeded in moving No. 1 out of its awkward position. Fortunately those engaged in the operation escaped injury.

A pleasing event took place at the residence of Mr. Samuel Thorburn on the 6th inst., when his eldest daughter, Annie, and Mr. Geo. Williamson, were united in wedlock by the Rev. J. W. McMillan of Lindsay. A large gathering of relatives and friends witnessed the ceremony. The presents were costly and appropriate. After the usual wedding dinner had been partaken of, the happy couple left by the evening train for New York, where they will spend their honeymoon carrying with them the best wishes of all for their happy happiness.

KIRKPATRICK.

(Correspondence to the Post.)

The new Roman Catholic church is about completed and it would be a difficult matter to find a prettier little church in Ontario. The contractor, Mr. Robt. McRoe, of Glenora, is deserving of a great deal of credit for the excellent workmanship displayed in this building. Mr. McRoe has for the past few years been acknowledged as the best contractor in this part of the county, and his last specimen of his superior work places him beyond local reputation and amongst the first contractors in the county.

Mr. J. S. McClelland, our popular stationer and jeweller, has enlarged his store, and will now occupy the Staples block. This will enable him to make large additions to his already fine stock of stationery and jewelry, and a better display of fancy goods for the Christmas holidays.

Dr. J. R. Ross, our popular physician, has decided to open up a drug store in the new premises of J. S. McClelland. The Dr. will have an office in the rear of the store. A fine stock of drugs and patent medicines will be added immediately. The store will be opened in a few days.

Rev. J. McDuncan, of Woodville, occupied the pulpit of the Presbyterian church here on Sunday evening last. He gave an excellent address in connection with the 20th Century Fund.

Mr. A. C. MacKenzie returned home from the West last Monday.

SLEPT AWAY HIS LIFE.

Sir George Kirkpatrick Crosses the Bar This Morning.

BRIEF SKETCH OF HIS CAREER.

Illness of Ex-Lieutenant-Governor of Ontario Was Very Extended—Death Was Not Unexpected at Any Time During Past Two Days—Monday Turn for the Worse.

Toronto, Dec. 13.—Sir George A. Kirkpatrick, K.C.M.G., and ex-Lieutenant-Governor of Ontario, died at 2.55 o'clock this morning at his residence, 211 Simcoe street. For several hours before the end came he was very low and peacefully slept away. During the past two days of his life it was apparent that he could not live much longer. At noon hour on Monday he took a turn for the worse and rapidly sank.

Sketch of His Life.

George Alrey Kirkpatrick was born in Kingston, Ont., Sept. 13, 1841. He was the fourth son of the late Thomas Kirkpatrick, who came from Colborne, County Dublin, Ireland. The deceased received part of his education at the Grammar School, Kingston, and the High School, St. Catharines. He was then sent to Trinity College, Dublin, where he graduated with honors, receiving the degrees of B.A. and LL.B. He also received the degree of LL.D. from the University of Toronto in 1884.

In military affairs Mr. Kirkpatrick took an active part, entering as a private during the Trent affair, and rose step by step in the ranks till he reached the highest command, that of lieutenant-colonel. He was again into active service in the Fenian invasion, and acted during that period as adjutant to the 10th F.W.O. Battalion, V.I. He became lieutenant-colonel, 47th Batt., 1872, and retired, retaining rank, April 18, 1890. He was elected president of the Provincial Association, and also commanded the Winchester Rifle team in 1876, and became president of the Dominion Rifle Association in 1884.

In commercial life, Mr. Kirkpatrick always had the advantage of his military life at heart, and was one of the foremost of the business men of the province. He held the office of director of the Kingston and Pembroke Railway; president of the Kingston Water Works Company, and president of the Canada Locomotive Works of Kingston. He was chairman for some time of the Ontario Railway and Harbour Board, and also of the Board of Trustees of the Collegiate Institute, being connected with the board since 1870.

A large number of his friends, perceiving his marked abilities and being anxious that they should be put to the benefit of his country in some legislative sphere, waited upon him and pressed upon him to allow himself to be put forward for the seat made vacant by the death of his father. This was in the year 1876. His father had been a member of the House of Commons for many years, and his name was a great asset to the party. The election was held in 1876, and Mr. Kirkpatrick was elected. He served in the House of Commons for many years, and was a member of the House of Commons for many years.

He continued to hold the seat in the House of Commons until 1890, when he was elected to the House of Commons for the second time. He was a member of the House of Commons for many years, and was a member of the House of Commons for many years.

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"Tell it not in Gath, but Publish it in the Streets of Lindsay,"

AND THROUGH THE COUNTY OF VICTORIA.

That there is a New Dry Goods House in town, which does its business on cash principles. That this is the best place to buy your Christmas gifts. Read these lists:

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Gloves, Fancy Collars, Ties, Fancy Handkerchiefs, Belts, Hemstitched Handkerchiefs, Dog Collar Belts, Blouse Silk, Kid Mitts, Crepon Skirts, Feather Boas, Sofa Cushions, Fur Ruffs, Head Rests, Fur Collars, Chair Backs.

For the Gentleman

Gloves, Ties, Umbrellas, Silk Handkerchiefs, Hemstitched Handkerchiefs, Silk Mufflers, Mitts, (all kinds), Caps, Hats, Collars and Cuffs.

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The End of the Century Remedy for the End of the Century Disease.

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This Great Remedy has until now been obtained only by the wealthy patients of an eminent Nerve Specialist. A scientific treatment for Nervous Exhaustion and its allied evils, Headache, Dizziness, Weariness, Sleeplessness, Indigestion, Mental Depression, Irritability, etc. Tiny Tablets will positively cure NERVOUS PROSTRATION and loss of Physical and Mental vigor. At Druggists for 50 cents, or by Mail from the Dr. Hope Medicine Company, Ltd., Toronto, Can.

A Tiny Dose—Positive Results.

Herb J. Little.

HERB. LITTLE.

Having purchased my father's business, I now offer HARNESS in single and double sets, at greatly reduced prices.

A full and new stock of Blankets, Robes, Whips, Mitts, Snaps and Sleigh Bells on hand