

STATIONERY CABINETS.

Another beautiful lot of our popular Celluloid Boxes filled with writing paper and envelopes, new shapes, new colors. Can be used for Handkerchief or Glove Boxes.

Just the thing for a present to your School Teacher.

PRICES FROM 75c to 3.00

PORTER'S

BOOKSTORE.

The Weekly Post.

LINDSAY, FRIDAY, DEC. 29, 1899.

TO SUBSCRIBERS.

All subscribers sending us money for subscriptions will receive—while our supply holds out—one of our handsome Calendars and Colored Lithograph Engravings of Lord Kitchener, the pride of the English Army, who was made particularly famous by his campaign in Egypt and by his recent transfer and appointment to the position of Chief of the Army Staff in South Africa. Unfortunately, owing to the great popularity and demand for the picture, we were only able to secure a limited supply, but sufficient to the great popularity and demand sending us money on subscription.

MR. JOHN McDONALD'S RED HERRING.

Mr. John McDonald has been in the past such an ardent and enthusiastic advocate of C.P.R. connection that it is only natural to suppose his present opposition to personal disappointment. The "red herring" of municipal stock-taking in the period which he has been industriously dragging across the track, has been so clearly shown up by Mr. Thos. Stewart, Mr. Messon Boyd and other speakers, that it can be consigned to the limbo of exploded constructions. There is absolutely no comparison between the Pontypool railway project and the Lindsay Waterworks. The Waterworks are within the bounds of the municipality of Lindsay; its franchisees were derived from and are tendered profitable by the people of Lindsay, who will themselves, by their appointed officers, control and operate the waterworks if they decide to purchase. They will not be in partnership with anybody else. The railway is an altogether different matter, as anybody can see except Mr. McDonald, and he did see it six years ago, when he was a director of the company. The province or the Dominion might own and operate the railway, and if Mr. McDonald is sincere in his present mood, he will advocate railway construction and control along that line. But the first practical man he would meet would tell him that it would be impossible now-a-days to operate satisfactorily and with any profit a small line of fifty miles, except as part and parcel of a great system; and it would be extremely difficult, if not impossible, to get anyone to run and maintain the Pontypool railway as an independent line. As a branch of the C.P.R., and as a part of that system, it will have very decided advantages in every item of railway business, and as such it can be made, no doubt, to pay its way on a 25-year or 50-year basis.

McDonald gives some details of the cost of construction, so arranged as to add up the \$80,000 a mile for the road he now declares the road can be built. Mr. McDonald does not squarely deny that in 1893, when he occupied a position of responsibility in connection with the railway, he figured out that it would cost \$13,000 a mile. Mr. McDonald's memory is conveniently defective as to those estimates, and we fancy it will continue defective. Too many leading citizens of Lindsay and Ops know and remember well what were his views and statements in the 1893 period. As to his new estimate, many of the items are decidedly suspicious. Having made up his mind that the line was to be built for \$9,000 a mile, Mr. McDonald has formed his figures to suit accordingly. If any of the figures, as, for instance, railway labor, become too large, Mr. McDonald has scored them down, like George Washington with his little hatchet. It is quite easy to build a railway in that manner—on paper. The present directors should invite Mr. McDonald to build the railway at that figure (say, make it \$8,100—throw in a hundred dollars a mile additional), on the penalty of perpetual silence forever after if the contract is not accepted and carried out.

But Mr. McDonald's views or theories need not be the main issue before the people of Lindsay and Ops on this question. The board of directors—composed of leading and respected citizens of the county—and public men so well-known as Mr. Warden Bryans, Mr. Geo. McHugh, Mr. Sam. Fox, Dr. Vrooman, Mr. Johnston Ellis, and others, have carefully considered the question in all its bearings, and they cordially recommend the project to the careful consideration of every qualified elector to think the question out and work it out for himself. Each ratepayer should do this and vote accordingly. Very few, indeed, we imagine, will be influenced against the project by Mr. McDonald's "facts" and "figures."

We can assure our friends in the township that there is a very decided feeling in Lindsay to take the onward and progressive step needed to

secure C.P.R. connection. Mr. McDonald makes more noise—his one voice and one vote—than the hundreds who long ago decided to vote for the bonus and give Lindsay all the advantages of direct connection with the C.P.R. system. Lindsay is a solid, progressive and enterprising town, and all that it needs now to place it soon in the ranks of the younger cities of the province is the advantages of direct C.P.R. connection and of becoming a competitive point on the two great railway systems of the country. Without such competitive railway advantages and connections its growth will be slow and it will be likely to have standstill periods. With all these railway advantages, and with its fine surrounding agricultural country, it will become a decidedly attractive place for manufacturing enterprises and stands to grow as rapidly as Brantford.

WORTH THINKING OVER.

We understand that many leading farmers of the county, Messrs. Wm. Channon and Stephen Washington being amongst the number, take the view that the construction of the Lindsay, Bobcaygeon and Pontypool Railway will have the effect of bringing back the grain trade to Lindsay that is now marketed at small stations near by. The reason for such belief is that Lindsay being the only point that will have both roads, nearer than Peterboro, so like Peterboro we will have a strong competition, and farmers will come to town again on account of the better prices that will prevail. This opinion emanating as it does from parties who are not concerned in granting a bonus to the proposed railway, is worth considering carefully by the ratepayers, as the argument if a tenable one will remove a large amount of the opposition which has arisen from the fear that the grain delivery in town would be further reduced.

COMMUNICATIONS.

Judge Barron Supports the Bonus.

Stratford, Dec. 27, 1899.

My Dear Stewart,—If you think my vote is important on the Railway bonus on the last prox, wire or write me and I'll try and get down to record it in favor of the bonus. I want to sell my property and I believe C.P.R. connection will increase its value; but if not, the taxes the road will pay on its property in Lindsay will make up and balance the extra rate the ratepayers will have to pay for the connection. This, you will say, is a purely selfish way to look at the matter, and I confess it is. I am sure you, however, that for the sake of Lindsay's progress alone, apart from all else, I would support your project.—Yours truly,

JOHN A. BARRON.

Thos Stewart, Esq.

P.S.—What has happened to John McDonald. His present attitude is a startling surprise to us who know well his former attitude toward the project. Is it true you omitted him from present directorate? "Hoc est opus."

—J. A. B.

Mr. McDonald's Change of Front.

(To the Editor of The Post.)

Sir,—As several of the ratepayers of Lindsay have been astonished at the surprising change in the attitude of Mr. John McDonald toward the great project of the C.P.R. Railroad, it will be remembered by many that not until lately no one could be a greater advocate for the speedy construction of that road than Mr. John McDonald himself. Time after time he spoke of the vast benefit the proposed C.P.R. would be, not only to Lindsay, but to the surrounding townships. He was a director of the road, and it is said that he hoped to be also the contractor for its construction at about \$13,000 a mile. Many of the ratepayers here would be glad if he were favored with the contract, but as it is now the other way, ought that justify him in opposing the project for which, but a such a short time since, he was so ardent an advocate? It is now reported that he says the road could be finished for \$8,000 per mile. Less than three weeks he told a prominent citizen of this town that \$10,000 was his lowest estimate. Many of Mr. McDonald's friends will regret that anyone should say or believe that for his own private interest he should oppose that which is very generally considered would be a good benefit to the whole community.—Yours etc.,

VERITAS.

Mr. Stewart Fails to Show Why the Municipalities Should not Own the Railroad.

(To the Editor of The Post.)

Sir,—Allow me to reply to a few assertions put forth in Mr. Stewart's letter. First, he intimates that I am opposed to the C.P.R. In 1897 I went to Ottawa to consult Mr. Geo. McHugh, M.P., in order to have the government grant and charter renewed offering at the same time to pay for its cost. Mr. McHugh thought it not succeed. On my return I went to Mr. Flavelle and explained the situation to him, and the advantage of building the railway at that time, owing to the cheapness of labor and steel. He then wrote Mr. McHugh, asking him to intercede and have the charter renewed. Mr. McHugh forwarded the letter to Mr. Blair, Minister of Railways, to which he replied that he might look into the scheme at some future time.

In July, 1898, I got Mr. Smyth, who was then in the council, to get resolutions passed by the council of Lindsay asking the Dominion government to revive the old charter and government by an Order-in-Council, which he had done; he also had resolutions passed by five other municipalities. Now, these were the first and only moves made to revive the charter and government grant since Mr. Wickham, who had a lease of charter assigned to him and two years to commence the construction, failing to float the bonds, allowed them to run out. I am also that I went around with a petition to the council asking them to assist the Board of Trade to arrange with the municipalities for the construction of the road. Mr. Stewart, who is now so anxious for the railway on the bonus system, was one of the few who refused to sign that petition. Mr. Stewart is trying to belittle municipal bonds and stock, when he knows perfectly that they are as good among the metals, and that no percentage is ever paid for their sale, and that capitalists are always looking after them. For instance, the Sylvester bonds, guaranteed by this municipality, sold for a large amount over their face value. Mr. Stewart, I am sure, received a percentage from the Hon. Mr. Mullock for obtaining

them, which goes to prove the value of municipal stock. Mr. Stewart quotes from Pellat & Pellat as follows: "We have no hesitation in saying that it would be almost impossible to get capitalists to put their money in this railway with the view of its construction if outside directors should be placed on the board. In other words capitalists who find money to construct the road would not for a moment listen to such a proposition." And again, "If the municipalities wish to put a serious obstacle in the way of the financing of the railway, then the course suggested would very likely lead to the withdrawal of capital seeking such an investment. Do not let the project be hampered by the proposition 'you mention.' Now, Mr. Stewart, quite honest in his report to Messrs. Pellat & Pellat, in calling the residents of Lindsay and Ops 'outside directors' is quite clear. His opinion has been wholly based upon this misleading information, so the whole letter gives a wrong impression through Mr. Stewart's misrepresentation. Two sentences in said letter should convince any one that these wrong statements were made. First, the term 'outside directors' second, the municipalities might put obstacles in the way. Now, whoever heard of a municipality placing an obstacle in the way of what they themselves were constructing? There was not one statement in my letter, either directly or indirectly, which would lead anyone to believe that the plan that I proposed would have outside directors on the board.

Mr. Stewart asserts repeatedly that the capitalists would not act with representatives of the municipalities on the directors' board, but no reason whatever is given why the capitalists should so refuse. Surely representatives of the municipalities of Lindsay, Ops, etc., are worthy of a seat at the directors' board, and no doubt the public expect and would be pleased at having valid reasons why these representatives should be excluded. Suppose that Mr. Stewart or Mr. John Kennedy were appointed to represent the town of Lindsay, and Mr. Geo. McHugh or the reeve of Ops to represent the township of Ops in the directorate, why should they be objected to, and excluded from the board of directors? A plain answer is desired.

In reply to Mr. Stewart's request, asking if 72 lb. steel per yd. would not be required for this road, I may refer him to Mr. J. M. T. R. agent, who will tell him that 56 lb. steel, as per my statement, is the government standard, and which is the iron used from Midland to Montreal on the G.T.R. and on the other lines of the Superior. My statement is made out at 96 tons to the mile at Rice, Lewis & Sons' prices. If Mr. Stewart wishes me to get down to record it in favor of the bonus, I will make me the same offer in reference to the letter he wrote Pellat & Pellat, to which they wrote such an extraordinary reply.—Yours truly,

J. M. McDONALD.

Engineer's Estimate of Cost of the C.P.R. Connecting Link.

(To the Editor of The Post.)

Dear Sir,—I hand you herewith for publication the estimate of Mr. A. Brunel, Civil Engineer, of the cost per mile of construction of the Lindsay, Bobcaygeon & Pontypool Railway. It will be observed that he provides for a rail at the weight of 56 lbs. per yd., which satisfies the government requirement, but the railways are using heavier rails. I am sure that the C.P.R. is now using rails weighing 92 lbs. per yd., and that they would use upon having a heavier rail than 56 lbs. on this branch line, which would be a great advantage. A firm of Ottawa contractors say they look upon the 76 lb. rail as the minimum weight.—Yours truly,

THOS. STEWART.

BOBAYGEON, LINDSAY & PONTYPOOL JUNCTION RAILWAY.

Toronto, Oct. 10th, 1899.

Dear Sir,—According to your instructions I proceeded to Burkett Station, on the line of the Ontario and Quebec Division of the Can. Pac. Railway, and examined the right-of-way, station and Bobcaygeon by way of Janville, Lindsay and Danforth. From Burkett to Janville, 14 miles, the route is a broken one for the first six or seven miles, being composed of gravel and sand hills, with some clay, and a couple of small streams to cross, which have their source near Burkett. The remainder of the route is a straight line, the material is easily worked, and there is plenty of good gravel for ballast.

The approach to the station at Janville is a straight line, the station at Burkett is very good; the grade may be rather stiff for a short distance, but not more than the usual limit of 1 foot per 100 feet. The proposed line crosses the country in a diagonal direction, with reference to the concession and side roads, which run east and west, and north and south.

From Janville to Lindsay 9.12 miles, the ground is very good, and almost a straight line can be had between the two towns. From Lindsay to Bobcaygeon, 17.15 miles, the ground is slightly rolling, soil clay and gravel on top, with limestone rock underlying, but the cutting would be light, and the road would not be much if any rock cutting. The streams are small and there would be no bridging of any account until a mile or so from the end, where about 12 miles from Lindsay, a swamp flooded with back water from Sturgeon lake, about 1 ft. wide; from this point to Bobcaygeon the work is easy all the way.

The line would enter the Village of Bobcaygeon over an arm of the lake, which leads down to the saw-mills of the Messon Boyd Lumber Company, and as their logs are used this waterway it would be necessary to either keep the grade up some 15 feet above water level, which would spoil the station ground, or put in a small draw-bridge in order to keep down the grade.

The flat on which Bobcaygeon is built is a bed of limestone rock cropping out all the way to the village, and even as possible and about three feet above water level.

Taken altogether, I find the country very easy for railway building. We can get all the crosses they were close to the line, and all the other small timber required, but the pine timber for trestles and bridges will have to be brought from the north.

There is plenty of gravel for ballast and good limestone for building the heavy bridges to be had in the neighborhood. The business prospects of the railway, I should say, are very good; it will run through as fine a section of country as one wishes to see, and the farmers seem to be all well off. I am told a large trade is done through that section in hogs and cattle, as well as other farm produce, and the lumber trade of Bobcaygeon would be considerable.

The estimated cost of building the line and finishing it in first-rate shape is about \$13,844 per mile, not including rolling stock, but this estimate is not approximating, but I think it will be found sufficient for

a well constructed road ready for operation.—I remain, your obt. servant,

A. BRUNEL, C. E.

Bobcaygeon, Lindsay & Pontypool Junction Railway.

Approximate estimate of cost of Railway about 41 miles in length from Bobcaygeon to Burkett Station, Ontario and Quebec Division of Canadian Pacific Railway.

Toronto, Oct. 10th, 1899.

No.	Quantity.	Description of work.	Rate.	Amount.
1	4 acres	clearing	\$20.00	\$80.00
2	1.50 acres	clearing	10.00	15.00
3	0.50 acres	clearing	10.00	5.00
4	4.00 acres	clearing	10.00	40.00
5	0.10 acres	clearing	10.00	1.00
6	0.10 acres	clearing	10.00	1.00
7	1.00 rods	cut and board	1.00	1.00
8	15,000 yds	earth excavat'n	.50	7,500.00
9	300 c. yds	rock	1.00	300.00
10	60 lbs. feet	pile br'g'g	5.00	3,000.00
11	0	building	12.00	72.00
12	150 "	clear culverts	0.55	82.50
13	2 pairs	castle girders	5.00	10.00
14	400 yds	cross ties	0.05	20.00
15	200 yds	cross ties	0.05	10.00
16	100 yds	cross ties	0.05	5.00
17	100 yds	cross ties	0.05	5.00
18	100 yds	cross ties	0.05	5.00
19	100 yds	cross ties	0.05	5.00
20	100 yds	cross ties	0.05	5.00
21	100 yds	cross ties	0.05	5.00
22	100 yds	cross ties	0.05	5.00
23	100 yds	cross ties	0.05	5.00
24	100 yds	cross ties	0.05	5.00
25	100 yds	cross ties	0.05	5.00
26	100 yds	cross ties	0.05	5.00
27	100 yds	cross ties	0.05	5.00
28	100 yds	cross ties	0.05	5.00
29	100 yds	cross ties	0.05	5.00
30	100 yds	cross ties	0.05	5.00
31	100 yds	cross ties	0.05	5.00
32	100 yds	cross ties	0.05	5.00
33	100 yds	cross ties	0.05	5.00
34	100 yds	cross ties	0.05	5.00
35	100 yds	cross ties	0.05	5.00
36	100 yds	cross ties	0.05	5.00
37	100 yds	cross ties	0.05	5.00
38	100 yds	cross ties	0.05	5.00
39	100 yds	cross ties	0.05	5.00
40	100 yds	cross ties	0.05	5.00
41	100 yds	cross ties	0.05	5.00
42	100 yds	cross ties	0.05	5.00
43	100 yds	cross ties	0.05	5.00
44	100 yds	cross ties	0.05	5.00
45	100 yds	cross ties	0.05	5.00
46	100 yds	cross ties	0.05	5.00
47	100 yds	cross ties	0.05	5.00
48	100 yds	cross ties	0.05	5.00
49	100 yds	cross ties	0.05	5.00
50	100 yds	cross ties	0.05	5.00
51	100 yds	cross ties	0.05	5.00
52	100 yds	cross ties	0.05	5.00
53	100 yds	cross ties	0.05	5.00
54	100 yds	cross ties	0.05	5.00
55	100 yds	cross ties	0.05	5.00
56	100 yds	cross ties	0.05	5.00
57	100 yds	cross ties	0.05	5.00
58	100 yds	cross ties	0.05	5.00
59	100 yds	cross ties	0.05	5.00
60	100 yds	cross ties	0.05	5.00
61	100 yds	cross ties	0.05	5.00
62	100 yds	cross ties	0.05	5.00
63	100 yds	cross ties	0.05	5.00
64	100 yds	cross ties	0.05	5.00
65	100 yds	cross ties	0.05	5.00
66	100 yds	cross ties	0.05	5.00
67	100 yds	cross ties	0.05	5.00
68	100 yds	cross ties	0.05	5.00
69	100 yds	cross ties	0.05	5.00
70	100 yds	cross ties	0.05	5.00
71	100 yds	cross ties	0.05	5.00
72	100 yds	cross ties	0.05	5.00
73	100 yds	cross ties	0.05	5.00
74	100 yds	cross ties	0.05	5.00
75	100 yds	cross ties	0.05	5.00
76	100 yds	cross ties	0.05	5.00
77	100 yds	cross ties	0.05	5.00
78	100 yds	cross ties	0.05	5.00
79	100 yds	cross ties	0.05	5.00
80	100 yds	cross ties	0.05	5.00
81	100 yds	cross ties	0.05	5.00
82	100 yds	cross ties	0.05	5.00
83	100 yds	cross ties	0.05	5.00
84	100 yds	cross ties	0.05	5.00
85	100 yds	cross ties	0.05	5.00
86	100 yds	cross ties	0.05	5.00
87	100 yds	cross ties	0.05	5.00
88	100 yds	cross ties	0.05	5.00
89	100 yds	cross ties	0.05	5.00
90	100 yds	cross ties	0.05	5.00
91	100 yds	cross ties	0.05	5.00
92	100 yds	cross ties	0.05	5.00
93	100 yds	cross ties	0.05	5.00
94	100 yds	cross ties	0.05	5.00
95	100 yds	cross ties	0.05	5.00
96	100 yds	cross ties	0.05	5.00
97	100 yds	cross ties	0.05	5.00
98	100 yds	cross ties	0.05	5.00
99	100 yds	cross ties	0.05	5.00
100	100 yds	cross ties	0.05	5.00

Cost per mile, exclusive of rolling stock \$13,844.00

A. BRUNEL, C. E.

Mr. McDonald Answered.

(To the Editor of The Post.)

Dear Sir,—It was not my purpose to reply further to Mr. John McDonald's letter. Were it not for his efforts to misrepresent me I never would have gone into print in reply to any of his letters. Mr. McDonald repeats the following quotation of mine from the letter of Messrs. Pellat & Pellat: "We have no hesitation in saying that it would be almost impossible to get capitalists to put their money in this railway with the view of its construction if outside directors should be placed on the board. In other words, capitalists who find money to construct the road would not for a moment listen to such a proposition."

Let me quote to Mr. McDonald the beginning of Pellat & Pellat's letter:—"You inform us that certain municipalities desirous of aiding in the construction of the above railway have suggested that instead of giving cash or debenture loans to the railway they should take stock in the railway and have representatives on the board of directors." Then follows the first sentence of my letter: "We have no hesitation in saying that it would be almost impossible to get capitalists to put their money in this railway with the view of its construction if outside directors should be placed on the board. In other words, capitalists who find money to construct the road would not for a moment listen to such a proposition."

Let me quote to Mr. McDonald the beginning of Pellat & Pellat's letter:—"You inform us that certain municipalities desirous of aiding in the construction of the above railway have suggested that instead of giving cash or debenture loans to the railway they should take stock in the railway and have representatives on the board of directors." Then follows the first sentence of my letter: "We have no hesitation in saying that it would be almost impossible to get capitalists to put their money in this railway with the view of its construction if outside directors should be placed on the board. In other words, capitalists who find money to construct the road would not for a moment listen to such a proposition."

Let me quote to Mr. McDonald the beginning of Pellat & Pellat's letter:—"You inform us that certain municipalities desirous of aiding in the construction of the above railway have suggested that instead of giving cash or debenture loans to the railway they should take stock in the railway and have representatives on the board of directors." Then follows the first sentence of my letter: "We have no hesitation in saying that it would be almost impossible to get capitalists to put their money in this railway with the view of its construction if outside directors should be placed on the board. In other words, capitalists who find money to construct the road would not for a moment listen to such a proposition."

Let me quote to Mr. McDonald the beginning of Pellat & Pellat's letter:—"You inform us that certain municipalities desirous of aiding in the construction of the above railway have suggested that instead of giving cash or debenture loans to the railway they should take stock in the railway and have representatives on the board of directors." Then follows the first sentence of my letter: "We have no hesitation in saying that it would be almost impossible to get capitalists to put their money in this railway with the view of its construction if outside directors should be placed on the board. In other words, capitalists who find money to construct the road would not for a moment listen to such a proposition."

Let me quote to Mr. McDonald the beginning of Pellat & Pellat's letter:—"You inform us that certain municipalities desirous of aiding in the construction of the above railway have suggested that instead of giving cash or debenture loans to the railway they should take stock in the railway and have representatives on the board of directors." Then follows the first sentence of my letter: "We have no hesitation in saying that it would be almost impossible to get capitalists to put their money in this railway with the view of its construction if outside directors should be placed on the board. In other words, capitalists who find money to construct the road would not for a moment listen to such a proposition."

Let me quote to Mr. McDonald the beginning of Pellat & Pellat's letter:—"You inform us that certain municipalities desirous of aiding in the construction of the above railway have suggested that instead of giving cash