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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 the 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 M'DONALD'S RED HERRING.

TERRITOR OF THE TERRITOR 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 ascribe 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. Mossom 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 franchises were derived from and are rendered 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 M: McDonald is sincere in his present mood, he will advocate railway construction and control along that line. But the first practical man be

would meet would tell him that it

would be impossible now-a-days to

profit a small line of fifty miles, ex-

tem; and it would be extremely diffi-

cult, 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 a 50 year basis. McDonald gives some details of the cost of construction, so arranged as to add up the \$8,000 a mile for which 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. Mc-Donald'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 \$8,000 a mile, Mr McDonald has formed his figures to suit accordingly. If any of the figures, as, for instance, rails and labor, become too large, Mr. McDon-

ald 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 pre-

sent directors should invite Mr. Mc-

Donald to build the railway at that

figure (nay, 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 decid-

secure C. P. R. connection. Mr. Mc-Donald 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 Washigton being amongst the number, take the view that the construction of fhe 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 at hearing valid reasons why these reare 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 1st 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 fully make up and balance the extra rate the ratepayers will have | Engineer's Estimate of Cost of the 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 can assure 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. -PS .- What has happened to Joan 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 operate satisfactorily and with any to the surrounding townships. He was then a director of the road, and it is said that he hoped to be also the cept as part and parcel of a great syscontractor for its construction af about \$13,000 a mile. 'Many of 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 strong 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 \$9 .-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 what 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

(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. Mc-Hugh, 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 the lake, which leads down to the charter revived. Mr. McHugh forwarded the letter to Mr. Blair, Minis- | Company, and as their tow boats use ter of Railways, to which he replied | this waterway it would be necessary to

tions passed by the council of Lindsay | grade. asking the Dominion government to revive the old charter and government | built is a bed of limestone rock cropby 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 governallowed them to run out. I may be brought from a distance. add also that I went around with a assist the Board of Trade to arrange | heavy bridges to be had in the neighwith the municipalities for the con- | hood. struction of the road. Mr. Stewart, who is now so anxious for the railway | way, I should say, are very good; it | with the provisional directors to take the

some future time.

municipal bonds and stock, when he | told a large trade is done through that | knows perfectly that they are as gold section in hogs and cattle, as well as among the metals, and that no percen- other farm produce, and the lumber fairly before capitalists. tage is ever paid for their sale, and | trade of Bobcaygeon would be considerthat capitalists are always looking able. after them. For instance, the Sylves-ter bonds, guaranteed by this muni-line and finishing it in first-rate of the scheme which he now brings forward cipality, sold for a large amount over | shape as about \$13,844 per mile, not | in regard to the municipalities taking stock.

municipal stock. Mr. Stewart quotes, ation .- I remain, your obt. servant, 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 sug-'gested would very likely lead to the 'withdrawal of capital seeking such "an investment. Do not let the pro-"ject be hampered by the proposition "you mention." Now, was Mr. Stewart quite honest in his report to Messrs. Pellat & Pellat, in calling the residents of Lindsay and Ops "outside directors?" It is quite clear their opinion has been wholly based upon 12 this misleading information, so the whole letter gives a wrong impression | 15 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 | 23 the way of what they themselves were constructing? There was not one statement in my letter, either direcfly or indirectly, which would lead any- 26 one to believe that the plan that I proposed would have outside directors on Mr. Stewart asserts repeatedly that

the capitalists would not act with representatives of the municipalities on the directors' board, but no reason whatever as given why the capitalists should so refuse. Surely representaive men 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 presentatives are to be excluded. Suppose that Mr. Stewart or Mr. John Kennedy were appointed to represent the town of Lindsay, and Mr. Geo. Mc-Hugh 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.

esking if 72 lb. steel per yd. would not be required for this road, I may refor him to Mr Paton, G 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 C. P. R. all east of lake Superior. My statement is made out at 98 tons to the mile at Rice, Lewis & Sons' prices. If Mr. Stewart wishes he may see the said letter at any time. I hope he will make me the same offer in reference to the letter he wrote Pellat & Pellat, to which they wrote such an extraordinary reply.-Yours JOHN M'DONALD.

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 informed that the C.P.R. is now using rails weighing 921bs. per yd., and that they would insist upon having a heavier rail than 56 materially increase the cost per mile. look upon the 76 lb. rail as the minimum weight .- Yours truly, THOS. STEWART.

EOBCAYGEON, LINDSAY & PACIFIC JUNCTION RAILWAY. Toronto, Oct. 10th, 1899. H. J. Wickham, esq.

Dear Sir,-According to your instructions I proceeded to Burketon Station, on the line of the Ontario and Quebec Division of the Can. Pac. Railway, and examined the country between that Janetville, Lindsay and Dunsford. ing composed of gravel and sand hills,

with some clay, and a couple of small source near Burketon. mostly in the valley of a small stream running through that village, and the road bed would be made up from side

ditching to a large extent. The material is easily worked, and there is plenty of good gravel for ballast. The approach to the Can. Fac. Ry. Station at Burketon 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.

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 Janetville to Lindsay 91-2

almost a straight line can be had be- | should succeed in conferring this boon tween those points. From Lindsay to Bobcaygeon, 171-5 miles, the ground is slightly rolling, soil clay and gravel on top, with limestone rock underlying, but the cutting would be mostly light, and there would not be much if any rock cutting. The streams are small and there

would be no bridging of any account until a good sized stream is crossed about 12 miles from Lindsay in a swamp flooded with back water from | the Pontypool Pailway and my connec-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

saw-mills of the Mossom Boyd Lumber that he might look into the sceheme at | either keep the grade up some 15 fect above water level, which would spoil The flat on which Bobcaygeon is

ping out all over the village, but as even as possible and about three feet above water level. Taken altogether, I find the country very easy for railway building. We ment grant since Mr. Wickham, (who | can get all the cross ties we want close |

had a lease of charter assigned to him | to the line, and all the other small and two years to commence the con- | timber required, but the pine timber struction), failing to float the bonds, for trestles and bridges will have to There is plenty of gravel for ballast petition to the council asking them to | and good limestone for building the

on the bonus system, was one of the | will run through as fine a section of | matter up and endeavor to resuscitate the few who refused to sign that petition. | country as one wishes to see, and the | scheme, and considerable expense gone to Mr. Stewart is trying to belitfle farmers seem to be all well off. I am both in reviving the charter and in obtain-

their face value, and Mr. R. J. Mctheir face value, and Mr. R. J ed feeling in Lindsay to take the onlaughlin received a percentage from year and progressive step needed to the Hon. Mr. Mullock for obtaining this advertisement will not be paid for memory notwithstanding, he made the state.

Including rolling stock. Of course this only approximate, but I bere to 0.15 to 0.75 to 0

them, which goes to prove the value of | a well constructed road ready for oper-

Pobcaygeon, Lindsay & Pacific Junction Approximate estimate of cost of Railway about 41 miles in length from B becaygeon to Burketon station, Ontario and Quebec Division of Canadian Pac fic Turonto, Oct. 10th, 1899.

close cutting 20,07 grabbing 100 0 eross laying 150 00 reil fence 6 .00 0.13 acres 440 rocs earth excavat'n codar culverts catale guards sign brards and mile posts purblic roa . crossings private road crossings telegraph line and fastenings (0 0) frogs, switches and samaphores 60 to track laying 175, 90 1900 c. yds ballasting aw ng bridg at Bobcaygeon at per mile 233,00

eng neering and office expenses contingencies, 10 per cent Co. t per mile, explusive of rolling stock \$13 841 00 A BRUNEL C.E.

ulding , tanks, e-gine stations atc.,

right of way (12 scres to mile) land

damages and law expenses

Mr. McDonald Answered.

(To the Editor of The Post.) Dear Sir,-It was not my purpose to reply further to Mr. John McDonald's letters. 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 bave 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, In reply to Mr. Stewart's request, 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;" and then he asks was I honest in my report to Messrs. Pellatt & Pellatt in calling the residents of Lindsay and Ops "outside directors" and says that their whole letter gives a very wrong impression through my misrepresentation. Is Mr. McDonald so densely stupid or does he wish to be unfair Any school boy upon reading the above quotation from the letter of Messrs. Pellatt & Pellatt will know by the words "outside directors" is meant directors chosen from outside the capital-

Let me quote to Mr. McDonald the beginning of Pellatt & Pellatt's letfer -"you inform us that certain mun:- | cipalities desirous of aiding in the construction of the above railway have suggested that instead of giving cash or debenture bonuses to the railway they should take stock in the railway and have representatives on the board of directors;" then follows the first quotation above. Messrs. Pellatt & Pellatt mean that if capitalists puf up money to construct the road they want lbs. on this branch line, which would to elect directors from among themselves and control it themselves. They, A firm of Ottawa contractors say they | would object to representatives from the municipalities not at all on account of the standing of these representatives, but because they object to go into partnership with municipalities and have their own private funds in any measure under the control of the municipalities. Like every person else who invests a large sum of money

they want absolute control of it. I am in favor of municipal ownership of franchises composed within the borders of the municipality, such as gas works, electric light and waterstation and Bobcaygeon by way of works, but for the town, township, and villages to go into a joint stock con- to complying with his request, and that is From Burketon to Janetville, 14 | cern in the construction of a steam | where the shoe pinches. Since that time he a continental system would be reck- scheme. His whole letter is an insinuation less financing and must lead to | that the provisional directors are in this matdisaster. I am prepared to vote a clear | ter to make a haul out of it. No one streams to cross, which have their | bonus of \$25,000 to acquire the benefits to be derived from direct connection The next seven or eight miles, into | with the C. P. R., but I am not prepar-Jametville, is much lighter, being | ed to vote double or treble that amount | circulating a report that I was in the pay in stock which would be almost worth- of the Grand Trunk to hang this scheme up. less and would in reality mean an ad- When confronted by me he denied it, and

I refer Mr. McDonald to the files which letter, however, he never wrote. of The Post and Watchman-Warder, where he will find that on the former occasion he was one of the deputation which waited upon the town council asking them to pass a by-law granting a bonus of \$25,000 in aid of this rail way. No word of stock there. Why this change of front? The whole trouble with Mr. McDonald is that he In the former cases cited by Mr. Mchas not been allowed to manipulate this project to suit himself, and great a boon as he says the road would be to Lindsay, he would rather see it formiles, the ground is very good, and ever defeated than that other men upon the town.-Yours truly, THOS STEWART.

> Mr. Wickham Hits Back. (To the Editor of The Post.)

Sir, -As my name has been brought in both by Mr. Smyth at a recent public meeting, and by Mr. McDonald in his etters. I desire to say a few words as tion therewith. It will be remembered that bouuses in aid of the railway were voted in the early part of 1893 by Bobcaygeon, Verulam and Lindsay. The Opa by-law was defeated in, I think, June of he same year. To my certain knowledge every effort was made by Mr. M. M Boyd, for whom I was acting as solicitor, fi st to induce the C.P.R. to tal e over the under-In July, 1898, I got Mr. Smyth, who | the station ground, or put in a small | taking with the bonuses which had been was then in the council, to get resolu- draw-bridge in order to krap down the voted, and construct and operate the road themselves, and afterwards, upon their declining to do so, the matter was laid bafore Messrs. R ss & McKenzie, but the only basis up o a which these contractors would discuss the proposition was that they shou d be freed from any obligation to make a contract with the C.P.R. to operate the railway. Other contractors were approached, but with no better result. By the terms of the 1893 by-laws the road was to be commenced before 1st July, 1894, and i having been found impossible to make such commencement, the bonuses were forfested. In March, 1896, seeing that the charter was The business prospects of the rail- just about again to expire, I arranged

> ing the necessary data to place the matter From 1890 to 1896, during which time Mr. McDonald was a member of the provisional

Lindsay's New

W sh all their Friends and Customers

AND

Don't fail to get one of our beautiful Calendars for 1900, also inspect our large assortment of

Skates, Sleigh Bells, Table and Poeket Cutlery. Carving Setts, Air Rifles, Lamp Goods, Whips of all kinds, Etc.

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HATS, BONNETS and CHILDREN'S WEAR, LADIES' COATS, MANTLES, DRESS COLTHS, and Trimming of every sort. She has Coats and Hats to suit everybody, young and old at very low prices. Her aim is to give you the best satisfaction and the best for your money. Call inspect our goods and get our prices. & Rooms over Campbell's Grocery

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JEWELRY. To see and learn what is "right" in to make you comfortable for the the little Jewelry Nick-Nacks that go Winter. Whatever it is it will so far towards completing your costume, come to

BRITTON BROS.

LEATHER The styles in purses, pocket books and card cases, change as frequently as they do in GOODS Millinery. To see the latest come to

BRITTON BROS.

BRIC-A-BRAC. Were the space ten times as Stoves when there is no need others expect a small stove to do index half the goods we have in stock. Nothing short of a personal inspection can give an idea of the quantity you'll find at

BRITTON BROS.

ment attributed to him by Mr. McHugh | Minneapolis .. 0 65% 0 65% that the road would cost at least \$13,000 a TORONTO ST. LAWRENCE MARKET. mile. Just as soon as I had taken hold of and put new life into the project, Mr. Mc Donald importuned me to take him in, alleging that his previous experience in railroading would make for our mutual advantage. I was, however, unable to see my way knows better than himself that this charge is utterly taseless. At one time I was very credibly informed that Mr. McDonald was promised to write me a letter denying it,

It is fairly claimed that the ratepayers will get full value for their money without having to take any rick. Those financing the scheme will have to risk to a large extent the development of trade which will follow the building of the road, but which is not yet in existence. Donald, by his own showing the roads in question which he says were built out of | the bonuses cost very much more than his present estimate. Will Mr. McDonald tender to build the read for the amount he names as sufficient, and put up sufficient security that he financially able to fill his contract? It must be remembered that this road will have to be built not only to comply with the government, but with the C.P R requirements, and must be first-class in all respects. Although the time is short, we hope to be able to satisfy the ratepayers as to the absurdity of Mr. McDonald's figures .- Yours truly, H J. WICKHAM.

Our 1808-1900 offer, clubbing with the WESTMINSTER, the ideal religious and home paper, is a tempting proposition. Just what it means is told in a special Goose Wheat 0.65 advertisement in this issue.

MARKET REPORTS. Wheat Market Very Quiet- Chicago Trad-

ing Light With an Easier Tone -Latest Quotations.

Chleago, Dec. 26. The wheat market in Chicago ruled dull increase in visible was larger than the trade generally expected. Closing quotations were : Dec. 65%, May 69%c, and July Liverpool, Dec. 26. There were no markets to-day at London or Liverpool.

The visible supply of wheat in the United afoat to Europe, is 48,418,000 bushels, 9 decrease of 670,000 bushels for the week, A year ago the total was 55,263 bushels, or

VISIBLE SUPPLY.

AD. WALLE MALKETS. Following were the closing prices Flour, new process, mixed at important wheat centres yesterday:

Cash. Dec. May. July.

Wheat, wh'te, bush \$0 68 to \$0 000 red, bush 0 68½ 0 60 fife. bush 0 68 goose, bush. 0 70½ Barley, bush, 0 441/2

Oats, bush, 0 28 Rye, bush. 0 521/2 Beans, bush 1 15 Red clover, per bush \$4 25 to \$5 20 Alsike, choice to fancy.. 6 50 Alsike, good No. 2..... 5 00 White clover, per bush. 7 00

Hay and Straw-Hay, mixed, per ton 8 50 Straw, sheaf, per ton.... 8 00 Dairy Produce-Eggs, new-laid 0 30

Ducks, per pair 0 59 Geese, per 10. 0 06 Fruit and Vegetables-Apples, per bbl.\$1 00 to \$2 00 Potatoes, per bag 0 40 0 50 TORONTO LIVE -TOCK. Toronto, Dec. 26. the market to-day, which is the first time

Turkeys, per lb. 0 08

many years that this has been the case on a market day. There were a large number of the local dealers present on the mar ket, and, as there was no business to be done, they talked municipal politics. EAST BUFFALO ARRE East Buafflo, Dec. 26 .- Catile-There wa

Sheep and Lambs-The offerings wer ight, only seven loads. There were thre Choice to extra lambs were quotable \$5.7 to \$6; good to choice, \$5.50 to \$5.75; sheep choice to extra, \$4.25 to \$4.50. Canada irmbs sold on the basis of \$5.80 to \$6.

LUCAL MARKETS

Spring Wheat 0.63 Fall Wheat 0.65 Barley, No. 1..... 3.38 Barley, No. 2 0.36 to 0.36 Berley, No. 3 0.35 to 0.35 Oats..... 0.25 Rye... 0.48 tc 0.48 Ducks..... 0.50 to 0.70 Turkeys..... 0.09 to 0.11 Sheepskins..... ... 0.75 to 0.90 and quiet to-day, with an easier tone. The | Peas, Mummies 0.56 to 0.56 Peas, Prince Albert..... 0.56 to 0.56 Pea, Black Eye 0.80 to C.85 Buckwheat..... 0.40 to 0.40 Canal" will be received at this Office until noon on 100 lbs 2.20 to 2.40 Red Clover seed 3.50 to 4 00 Alsike clover seed 3.50 to 7.09 Lard 0.08 to 0.09 Eggs, fresh, per doz..... 0.17 to 0 20 Butter, per lb., for roll... 0.18 to 0.19 or at the Superintending Engineer of and after Potatoes, per bush 0.25 to 0.25 Thursday, Nov. 30th 1899. 23,155,000 bushels less than at the present Live Hogs..... 5.00 to 6.50 In the case of first setual signatures of the full name, the natural setual setual signatures of the full name, the natural setual s 100 lbs 2.00 to 2.20 cocupation and place of residence of each member of the same, and, further, an accepted bank cheque for the sum of \$25,000 must accompany the tender; this the sum of \$25,000 must accompany the tender; this accepted cheque must be eadorsed over to the Minimage of Rallways and Canair, and will be forfeited if the tender of Rallways and Canair, and will be forfeited if the tender of Rallways and Canair, and will be forfeited if the tender of Rallways and Canair, and will be forfeited if the tender of Rallways and Canair, and will be forfeited if the tender of Rallways and Canair, and will be forfeited in the tender of Rallways and Canair, and will be forfeited in the tender. Flour, new process, bks.,

We don't know whether you need a new Stove or if it's something else you want in our line Winter. Whatever it is, it will be to your interest to see is soon about it.

J. Bexall.

If you have a Stove you think will not do the work this winter, tell us about it-we'll advise you honestly and charge you nothing. Some people buy new the work of a furnace. There's a happy medium. Call and we'll explain.

New Advertisement.

FOR SALE. Steam Boilers, 50 H. P., return tabular,

Steam Engines, 30 Marine, at or below city price Hand lever Force Pump, for filling and testing born Shingle Packing B xe , two. Inspirator and I je-

"NOTHING LIKE LEATHER When well put together."

lor. Saw Mill fittings and repairs.

We wish to inform those who have been waiting for our rush to be over, "Now les them come," and everyone else who wants a good pair of Boots. The whole talk through the country is FORBERTS BOOTS; the whole cry is, "Rubbers are no good, therefore we must get Forbert's Boots -they keep your teet warm and dry. We also make a covered Felt Long Book superior to all others ; they are a real protector. We invite everyone to call and see them. We are the only manufacturers of that line of goods. It doesn't matter where you buy your boots-bring in your repairs; you can get them done neatly and durably, for we keep everything to make them so.



F. FORBERT,

14 William-vt., North

NOTICE TO CONTRACTORS.

D undersigned, and endorsed Tender for Frest Saturday, 30th December, 1899, for the constr.

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