

Victoria L & S Co.  
The Victoria Loan  
and Savings Company  
Incorporated under Cap. 169 R. S. O.  
Head Office, - LINDSAY

Money to Loan on town and farm property  
at current rates of interest. Costs moderate and  
no delay.  
SAVINGS DEPARTMENT—  
Deposits made for periods of from one to five  
years for sums of \$100 and upwards. Interest  
paid at the rate of 4 per cent. per annum.  
Deposits of \$10 and upwards taken, without  
charge at any time, upon which current rates of  
interest will be allowed.

JAMES LOW, JOHN MAGWOOD  
Secretary President

Kennedy, Davis & Co.  
Are You Going to Build a

NEW HOUSE or BARN?  
If so, we can supply you with all kinds  
of Lumber, Laths, Shingles, etc.,  
at right prices.

Estimates cheerfully given.  
Brick and Lime on hand

BEST FAMILY FLOUR  
always kept in stock

Planning Factory and Stave Mill in  
connection.

Kennedy, Davis Co., Limited  
Bobbyeagon and Lindsay.

The Weekly Post.

LINDSAY, FRIDAY, DEC. 29, 1899.

"TICKLE ME, TOBY"

Nice Things Said by the  
Council of Each Other.

THE LAST MEETING FOR 1899

Mayor Walters Now Approves  
of Secret Meetings.

POLICE COMMISSIONERS BY-LAW  
THROWN OUT.

Mayor Walters Given the Now Cust-  
omary Honorarium of \$100-A Meas-  
ure to be Called in Support of the  
Waterworks By-Law-Reading of  
Reports and Other Routine Business.

What was probably the last meet-  
ing of the present council was held  
in the council chamber Tuesday even-  
ing, all members being present.

In the absence of the clerk, Mr. H.  
Knowlton filled the position, and read  
a number of accounts, which were re-  
ferred to the proper committees.

A Batch of Reports.  
Ald. Lennon, chairman, presented  
a report from the town property com-  
mittee, which was adopted.

Ald. Ingle read the board of works re-  
port, which passed without amend-  
ment.

Ald. Horn read the report of the  
police and lighting committee. The  
principal clause recommended to the  
appointment of police commissioners, and  
authorized the committee to introduce  
a by-law. The report was adopted.

Ald. Sotherton presented a lengthy  
report from the finance committee  
dealing with accounts, the payment of  
the men left unpaid by Contractor Lus-  
combe, applications for rebate of tax-  
ation and other matters—Adopted.

Waterworks Purchase.  
Ald. Jackson asked Mayor Walters  
if it was the intention of the coun-  
cil to call a meeting in favor of the  
Waterworks by-law, one had been held  
in the interest of the railway project,  
and it seemed to him that the council  
were a little dilatory with reference  
to a matter fully as important.

Mayor Walters—"Well, it is not  
customary for the mayor to call a  
meeting unless requested to do so. I  
agree with Ald. Jackson that the  
question is as important for the town,  
and a meeting should be held at the  
earliest date possible."

Related Reports.  
Mr. D. C. Trew, Black Knot in-  
spector, presented a report stating  
that town gardens had been unusually  
well kept during the year, black knot  
having been found in only 22 as com-  
pared with 68 found in infected last year.  
—Filed.

Mayor Walters—"It's too bad these  
reports come in so late."

Ald. Sotherton—"Notice there are  
several other reports yet due. The  
clerk should notify the parties to send  
them in at once."

Police Commissioners Sat Upon.  
Moved by Ald. Horn, seconded by  
Ald. Jackson, that the by-law to ap-  
point police commissioners be read a  
first time.

Ald. Sotherton—"Well, that's a by-  
law I have not yet had sufficient time  
to consider; I would like Ald. Horn  
and Jackson to wait awhile. I have  
not been able to write to other towns  
for information, and at present I can-  
not conscientiously support the by-  
law."

Mayor Walters—"Well, we might  
give it a second reading and withhold  
the third till we get the information."

Ald. Lennon—"I am in the same po-  
sition as Ald. Sotherton exactly. I was  
under the impression that other towns  
employed commissioners, but have  
since learned that such is not the case."

Ald. Horn—"Who gave you that  
impression?"

Ald. Lennon—"Either you or Ald.  
Jackson. I got it at the committee  
meeting."

Ald. Horn—"You didn't get it from  
Ald. Jackson or myself."

Ald. Lennon—"The by-law has been  
sprung upon us, at any rate—there has  
been nothing said about police com-  
missioners all year, and I think it  
would be wrong to let the council's  
hands be tied."

Ald. Jackson—"The appointment of  
police commissioners was discussed  
early in the year. We have not the in-  
formation referred to, but we know  
that the statutes give us the power

## ALL THIS WEEK

December Reductions will con-  
tinue at GRAHAM'S.

Men's Suits.....\$3.00 to \$15.00  
Men's Overcoats.....\$2.90 to \$14.00  
Men's Ulsters.....\$2.75 to \$12.00  
Men's Reefers.....\$2.75 to \$4.00  
Boys' Suits.....\$1.50 to \$5.00  
Boys' Reefers.....\$1.25 to \$3.50  
Boys' Overcoats.....\$2.25 to \$4.50  
Boys' Ulsters.....\$2.00 to \$4.00  
Men's Waterproof Coats.....\$2.25  
to \$10.00  
Men's Underwear.....25c to \$1.00  
Boys' Underwear.....20c to 75c  
Men's Cardigan Jackets.....50c  
to \$1.00

WATCH GRAHAM GROW.

"It's never too late to do good." Gift Givers who have yet to make Holiday Presents will have plenty to choose from at GRAHAM'S. If the ladies have forgotten any of their gentlemen friends, time enough yet to secure him

A Nobby Holiday Scarf,  
A Swell Holiday Tie,  
A Dandy Silk Handkerchief,  
A Dressy Pair Kid Gloves,

Santa Claus made great havoc in our store supplies before Christmas, but our reserve supplies of lead-  
ing lines still affords ample scope for choice selections for New Year's gifts. This is the store for presents.

A. J. GRAHAM'S NEW STORE  
The One Price Clothier. 2 Doors East Benson House.

## EVERY SUIT, OVERCOAT and ULSTER

will be priced at least 1-4 less  
than elsewhere.

Boys' Sweaters.....25c to 75c  
Boys' Hosiery.....15c to 50c  
Men's Gloves.....25c to \$1.25  
Men's Umbrellas.....50c to \$2.00  
Men's Mufflers.....25c to \$1.50  
Men's Neckwear, of the Newest  
and "Latest Out" designs. All  
for Holiday Gifts, at Special  
Value.  
Silk Ties and Bows 15c to 25c  
Satin Four-in-Hand, 20c to 50c  
Silk Knots and String Ties 25c  
Men's Hosiery.....25c to 50c  
Men's Dress Shirts 40c to \$1.00  
WATCH GRAHAM GROW.

compliments of the season. Although  
he would not be a candidate for the  
mayorship—and he wished to take the  
opportunity to make his decision un-  
derstood—he thought that as many as  
possible of the present council ought  
to offer for re-election.  
Mayor Walters then resumed the  
chair, when the minutes were read and  
adopted.  
Stone from River Bed.  
Ald. Crandell, a member of the  
committee appointed to engage a  
ground for the stone dredged from  
the river reported that they had re-  
turned a lot from Mr. Doney for \$10.  
The members then dispersed.

## COMMUNICATIONS.

John McDonald's New Position with Re-  
gard to the C. P. R. Connection.  
(To the Editor of The Post.)

Dear Sir,—I am glad that Mr. John  
McDonald has come out from under  
cover. I stated at a public meeting  
in Lindsay that I thought I knew from  
whence originated the idea of the  
municipalities taking stock, and that  
it came from an enemy of the project.  
I had reference to Mr. McDonald, and  
his letter satisfies me that I am right  
in my surmise.

Is Mr. McDonald sincere in the  
ideas put forth by him? Was he pre-  
sent at the public meeting called by  
his worship the Mayor, and open to  
every person? He was in town. If  
he was not present, why not? If  
present, why did he not take the plat-  
form and why did he not respond to  
the chairman's call for him personally  
to come forward and speak.  
It was stated by myself and other  
speakers at the public meeting that  
it would be next to impossible to get  
capitalists to put any large amount  
of money in the construction of this  
railway in partnership or in a stock  
concern with the municipalities, or if  
they did so it would be upon such  
terms as to give themselves—the capi-  
talists—absolute control of the ven-  
ture and thereby leave the stock tak-  
ers with municipalities practically  
worthless.

Mr. McDonald makes reference to  
this, and says that it is "all non-  
sense." Well, my opinion or Mr. Mc-  
Donald's may be of no account, but  
I made the statement which I did  
not on my own responsibility alone—  
but upon the authority of people of  
great experience in affairs of finance,  
among them Messrs. Pellatt & Pellatt,  
the well known brokers of Toronto,  
a firm which has had a very wide ex-  
perience in financial matters, and who  
can speak with some authority upon  
a matter of this kind. I quote from  
them: "We have no hesitation in  
saying that it would be almost im-  
possible to get capitalists to put  
their money in the railway, and that  
the view to its construction if out-  
side directors should be placed upon  
the Board. In other words, capital-  
ists who find money to construct  
the road would not do so as to  
"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 capi-  
tal seeking such an investment."  
Do not let the project be hampered  
by this proposition, and let it go on.

With all due deference to Mr. Mc-  
Donald, I think most people will pre-  
fer the opinion of Messrs. Pellatt &  
Pellatt to his.  
In reply to my question put at the  
public meeting why this theory was  
not heard of before, Mr. McDonald  
states that he "went personally to  
Mr. For then Mayor of the town,  
and Mr. Kyrie, first Reeve, and in-  
stantly upon their demanding stock in-  
stead of giving a bonus. Then, as  
now, there were men connected with  
the Company who would not consent  
to the proposition. I then went even  
so far as to offer to submit the ques-  
tion to Sir William Van Horne, who  
was the best authority on the sub-  
ject as to which plan would prove the  
most beneficial to the Railway—  
stock taking by the municipalities or  
bonuses, but to this offer they would  
not consent," and that "these facts"  
were before me. Now, I would like  
to know what warrant Mr. McDonald  
has for that statement. "Facts" or  
no facts, knowledge of them was not  
before me. I never heard that he  
had done any such thing until I read  
his letter in your paper of 19th inst.  
I was in some measure in the con-  
fidence of the former Provisional  
Board of Directors. Mr. McDonald  
was a member of that board. I attend-  
ed one or more public meetings at-  
tended by him. I discussed the then  
project with him, and the idea of the  
municipalities taking stock was never  
mentioned by him or any other di-  
rector in my hearing.

The project placed before the peo-  
ple and the bonuses asked by the pre-  
sent promoters is the same as that  
asked upon the former occasion. Upon  
the former occasion Mr. McDonald  
was as energetic for and as tricked  
as much in favor of the municipal  
bonuses as he does now against  
them. He was a director then—this  
time he has been left off the board.  
Mr. Smyth at the public meeting  
said that it had been estimated that  
the road would cost from seven to  
eight thousand dollars per mile and  
was asked by me who had made that  
estimate he said "Mr. McDonald  
had." It was then that I used the  
word "sorehead," and said that I  
thought such an estimate must have  
been made by some "sorehead." Mr.

McDonald's letter estimates it at a  
trifle less than \$9,000 per mile, which  
is sufficiently absurd, but not so ab-  
surd as his figures quoted by Mr.  
Smyth. Why was it that on the  
former occasion he estimated at so  
very much more than \$9,000 per mile,  
and those who know say that railway  
construction is much more costly now  
than then.

Three engineers—reputable, com-  
petent and disinterested—have at var-  
ious times given opinions upon the  
cost of constructing this road. The  
last of these three personally was  
over the ground from Burketon to  
Lindsay, and thence to Bobbyeagon,  
within the past four months. Each  
of these men has placed the cost more  
than 50 per cent. above Mr. McDonald's  
highest figures, and they are better  
authority than he is. I mean Mr.  
McDonald's figures now given, not  
his figures of six years ago. His for-  
mer figures were more like the cor-  
rect thing.

Mr. McDonald, assuming an air of  
superior knowledge, quotes his own  
estimates upon the street corners, and  
in language more expressive than  
elegant, asks what the Provisional  
Directors know about the cost of rail-  
way construction.

Will Mr. McDonald give us in de-  
tail his estimate of the cost of the  
road, and at once, that it may be ex-  
amined and reported on by some one  
who knows the cost of construction?  
He has asked me to do so, and I will  
do so, but I will not do so until he  
has made his estimate fully with  
the quotations upon steel rails and  
other iron given to him recently by  
Rice, Lewis & Son? What weight  
of rail does he estimate upon? Will  
he tell us whether, before the man-  
agement of the C.P.R. will agree to  
lease and operate the road for a long  
term of years, they will require that  
it be constructed with steel rails of  
55, or 65, or 70 or 72 pounds per yard?

Anyhow, how much does he know  
about this more than the promoters?  
Shall we accept the lead and ad-  
vice of such men as Messrs. Squire  
Dobson, Squire McDonnell, Col. De-  
acon, Messrs. William Needler, John  
Kennedy, M. M. Boyd, J. D. Flavell,  
F. C. Taylor, John L. Read, W. T. C.  
Boyd, James Graham, Robert Ken-  
nedy, Thomas Brady, J. G. Edwards,  
J. T. Robinson and A. E. Bottom—  
these are the Provisional Directors,  
or such men as Messrs. George Mc-  
Hugh, Mr. Warden Brynne, S. J. J.  
Fox, M.P.P., Dr. Vrooman, and many  
others who are supporting the pre-  
sent project; or shall we accept the  
lead and advice of Mr. McDonald?  
—Yours truly,

THOS. STEWART.  
Lindsay, Dec. 21st, 1899.

## A Correction.

(To the Editor of The Post.)  
Dear Sir,—Mr. Robert Smyth tells  
me that the estimate given by him was  
from eight to nine thousand dollars,  
not seven to eight thousand, as stated  
in my letter. The latter figures are  
what I understood at the time, but  
Mr. Smyth was at one end of the hall  
and I at the other, and there was some  
noise at the time and I must have mis-  
understood him. I accept the correction.  
However, the estimate was not affect-  
ed by the point I was making, namely,  
that Mr. McDonald's estimate of \$9,000  
per mile was nearly fifty per cent. less  
than his estimate of six years ago, when  
the railway construction was not so  
costly as now, and more than fifty  
per cent. less than the estimates of  
other competent men.—Yours truly,  
THOS. STEWART.

## The Cost of the C. P. R. Connecting Links, and Some Facts in Favor of the Stock-taking Scheme.

Sir,—In your report of the Rail-  
way meeting held at Murphy's school-  
house last Monday evening, it was said  
by Mr. McHugh that he did not believe  
in the statement that the R.  
under present discussion could be  
built for \$8,000 per mile. Now, I can  
inform the said gentleman that I did  
make the statement referred to. At  
the present prices of R.R. material  
this road can be built for what sum.  
Mr. McHugh said also that "a se-  
rial public meetings in 1893" asserted  
this road would cost over \$13,000  
per mile. I have no recollection of say-  
ing this at any meeting, and if either  
Mr. McHugh or the Editor of The  
Post can remind me of those meet-  
ings I will be glad to attend to them.  
The same gentleman also said I  
prepared those figures for him during  
the last campaign. He is certainly  
mistaken as I was in the North-West  
during that time, returning only a  
couple of days before the voting took  
place, and so attended no meetings.  
The speakers representing the Board  
of Directors are telling the ratepay-  
ers that this road will cost \$15,000  
per mile. I maintain it can be built  
for \$8,000, which the following state-  
ment in detail will prove, and is as  
nearly correct as possible.  
St. Catharines, 36 lbs. to yd., 98  
tons per mile.....\$3,400.00  
Grading, 7 to 8 thousand  
yds., per mile.....1,500.00  
Right of way, 8 acres, per  
mile.....500.00  
Ties, 2,500, of fair size.....540.00  
Telegraph poles and wire, per  
mile.....110.00  
Surveying and engineering  
per mile.....120.00  
Stations per mile.....130.00  
Fencing, per mile.....400.00  
Gates and crossings per mile  
.....100.00  
Cattle guards, per mile.....70.00  
Track-laying per mile.....150.00

Ballasting per mile.....400.00  
Station ground per mile.....25.00  
Bridges per mile.....100.00  
Solicitor's fees per mile.....35.00  
Fish plates, bolts and spikes,  
per mile.....120.00  
Contingencies per mile.....500.00  
\$8,000.00

Now let those who are advocating  
the \$15,000 per mile give their state-  
ment in detail.

It appears that Mr. McHugh can-  
not understand the advantage of stock  
for municipalities. I will not accuse  
him of any wilful misrepresentation  
in advocating bonus in preference to  
stock, but can show him that he is  
mistaken by giving an instance in this  
town. Mr. J. D. Flavell and Mr.  
Hopkins have purchased a controlling  
interest in the stock of the Lindsay  
Waterworks, which gives them pos-  
session of this valuable property—not  
any more valuable to them, however,  
than the controlling stock of the L.  
R. & P.P. R.R. would be to the munici-  
palities. Still another instance: the  
stock of the old Midland R. R.  
was purchased by the township of  
Thorah, in North Ontario, by which  
the said township receives annually  
\$1,600. These are facts which cannot  
be contradicted by either Mr. McHugh or any of  
the speakers.

Now, I would like them to point  
out one instance where the munici-  
palities giving bonuses, have even re-  
ceived one dollar in return. It has  
also been asserted that R.R. iron is  
higher now than in 1893. At that  
time it was \$35 per ton. Steel rails  
reached their lowest in 1896, when  
the C.P.R. bought the rails for the  
Crown's Nest Pass at \$17.50 per ton,  
about one-half the present price, and  
that was the time Mr. Wickham  
should have built this road, instead of  
allowing the government charter to  
run out.—Yours truly,  
JOHN McDONALD.

## HEART STARTS.

Dr. Agnew's Cure for the Heart—One  
Dose Helped in 30 Minutes—Two  
Bottles Cured.

Mrs. M. H. Calhoun, 29 Pacific Ave.,  
Toronto, was troubled with heart dis-  
ease for years, could not stand on a  
chair without growing dizzy; going  
up stairs, or being suddenly startled  
brought on palpitation, suffocation  
and intense pains under the shoulder  
blades. She tried many remedies  
without permanent relief. She procured  
and used Dr. Agnew's Cure for the  
Heart. She got relief within 30 min-  
utes after the first dose, and before  
she had taken two bottles every sym-  
ptom of heart trouble had left her.  
For sale by A. Higginbotham and P.  
Morgan.

Learn how you can possess  
yourself of a copy of the Ideal  
Cook Book and a handsome edi-  
tion of the Life of Christ by read-  
ing a special premium offer in  
this week's issue of The Post.



CARTER'S  
LITTLE  
LIVER  
PILLS

## SICK HEADACHE

Positively cured by these  
Little Pills.

They also relieve Discomfort from Dyspepsia,  
Indigestion and Too Heart Eating. A per-  
fect remedy for Dizziness, Nausea, Drowsi-  
ness, Bad Taste in the Mouth, Coated Tongue,  
Rush in the Head, TORPID LIVER. They  
Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose.  
Small Price.

Substitution  
the fraud of the day.

See you get Carter's,  
Ask for Carter's,

Insist and demand  
Carter's Little Liver Pills

## COBBOONK TRAIN BLOCKED.

Accident Near Grass Hill Last Week  
—The Auxiliary Car Ordered from  
Lindsay.

As the Cobcoonk train, in charge  
of Conductor Greaves and Driver De-  
yman, was bowling along on its north-  
westerly run Wednesday week, some-  
thing went wrong with the tender  
truck when near Grass Hill about  
7:15, and as a result the engine was  
partly derailed. Fortunately, Driver  
Deyman was running at low speed at  
the time or a bad wreck might have re-  
sulted.

It was found necessary to wire  
Lindsay for the auxiliary crew in  
order to replace the engine and repair  
damages.

## The Red Cross.

Arrangements are being made for  
holding a public meeting for the pur-  
pose of raising funds for the Red Cross  
Society which is doing such noble ser-  
vice for sick and wounded soldiers.  
The meeting will be held on or about  
the 9th of Jan. in the council cham-  
ber. Particulars later.

## Spratt & Killen.

# ...Holiday Goods...

## NEW FRUITS. Crockery Department

Choice Selected Raisins,  
Choice Creseent Currants,  
Choice Creseent Raisins,  
Crosse & Blackwell's Peels,  
Layer Figs,  
Shell Almonds, Walnuts, etc

The most complete stock in town.  
Special value in

Dinnerware, Toilet Sets  
and Banquet Lamps

A Full Line of...

Crescent Brand Fruits are the  
finest grown. Ask to see them.

Choice Apple Cider in stock.

HOLIDAY NOVELTIES  
Inspection solicited.

SPRATT & KILLEN

Established a Quarter Century.



WATERBURY'S  
PILLS

Remedy for  
biliousness, sick  
headache, indiges-  
tion, etc. They are in-  
valuable to prevent  
a cold or break up a  
fever. Mild, gentle, certain, they are worthy  
your confidence. Purely vegetable, they  
can be taken by children or delicate women.  
Price, 25c. At all medicine dealers or by mail  
of C. L. Hoop & Co., Lowell, Mass.