ESTABLISHED

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The Advance

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ELECTRIC RAILWAY AGAIN

We give place this week to a lengthy letter from Dr. Rolstin in reply to our editorial in last issue re electric railway matters. We are very glad to get this reply of the Dr's., but must confess that to our minds it does not quite fill the bill. In the first place we desire emphatically to deny that there was anything in our article written "with a view to deception." Neither did we speak from a personal standpoint, but in behalf of all those who subscribed and particularly from the point of view held by the "several reliable gentlemen of Flesherton who know the facts" themselves, and to whom Dr. Rolstin appeals. The facts as we published them are endorsed by these gentlemen, who look upon the scheme now proposed as a distinct evasion of the contract as entered into by the subscribers at this point. They do not believe that the railway act will allow a deflection of such magnitude as is proposed, and that consequently Osprey township is being approached under false pretences. These are, candidly, the reasons why faith in Dr. Rolstin's good intentions has received a cold bath at this point. We have not space, however, to discuss all the points raised in the Dr's letter, nor are we desirous of injuring the prospects of the road in any way, and will leave the Dr's letter with the people as it stands. We wish to state, however, that we adhere to everything we said last week, and to repeat the statement that Dr. Rolstin *did* say here that Flesherton was the last place to be approached, and that he *did* afterwards approach other towns (Chesley was one, and that is not near Goderich) with a view to securing further subscriptions from them. We also wish to intimate that so far as Eugenia is concerned the Dr's. remarks are quite irrelevant, as Flesherton has no desire to cut Eugenia off. On the contrary we want Eugenia to get the road, but at the same time we want a through line, not a line circling in and out among the concessions all over half a dozen counties, as we are obliged to believe Dr. Rolstin would like to have it run if there were sufficient subscriptions forthcoming. It is this which tends to give the scheme a tinge of absurdity.

A Letter From Dr. Rolstin.

To the Editor of The Advance.

DEAR SIR,—Numerous misstatements, or at least passages worded with a view to deception, appear in the article in your last issue headed "Electric railway matters." It states that "when Flesherton was first approached we were told that this was the last place to be asked for subscriptions . . . The following week Dr. Rolstin and Mr. Pew were heard from over Goderich way, where they were drumming up several more small towns." In reference to the foregoing it is simply not true. The engineer and I started from Flesherton the next day after the meeting to go over the western section of the main line and the south belt line, inspecting the route and estimating the water powers, the trip consuming eleven days, and no towns, big or small, were drummed up or approached with that end in view "the following week" About two weeks after the Flesherton meeting Mr. Pew asked me to go to Goderich and complete the work he had begun nearly a month previously. I went, and virtually took Goderich into the scheme and another village came in voluntarily the same time on account of the extension of the line through it to Goderich. My work in Goderich was not new, but came under the heading of "unfinished business."

I now appeal to several reliable gentlemen of Flesherton, who know the facts, to pronounce upon the candor or the value of your next statement, that "when Flesherton was approached we subscribed and paid over about one half our money." As for myself I will draw the mantle of charity over you in connection with that assertion and proceed.

You next gravely announce that "the provisional directors went to Ottawa and fought for the charter which was secured." Couched in that sentence is an open misstatement or a clumsy attempt at deception. The history of the obtaining of the charter and the efforts of Drs. Sproule and Landerkin and others, including my own, are too well known to your intelligent readers, to the late members of the Railway Committee and the Minister of Railways, who pronounced against the bill five different times, on the ground that the government had no jurisdiction, in as many different weeks after the provisional directors had fought for the charter but did not secure it. The history of the charter is too well known to make further comment upon that portion of your criticism necessary. At the same time, in calling attention to the above well-known fact, I wish to give all due credit to the provisional directors, more especially to Mr. Thorp Wright, who performed their part nobly and well.

It is claimed that the Flesherton people subscribed upon the understanding that the line should run up the Toronto and Sydenham road as shown upon the map exhibited at the meeting. It is true that the line was so traced upon the map, but I call your attention to the fact that you signed a subscription list instead of the map. The heading to which you subscribed virtually reads as follows: "We agree to pay the respective sums set opposite to our respective names to assist in promoting a line of railway from Port Perry to Kincardine, running through Flesherton," without any reference to the route it would take from Shelburne to Flesherton. Nor did I guarantee your subscribers that the line would run from Shelburne to Flesherton as shown on the map, but stated distinctly that the map was subject to changes in the interests of the enterprise and that while we bound ourselves to the places closed with, yet that would not debar us from locating the line through others which might show us that their inclusion would be in the best interests of the project. I referred to the fact that prominent gentlemen in Durham urged us to take a near cut from Shelburne to Durham via Hopeville or neighborhood, striking the Durham road at Durham, thus making that town the junction. Now, had it not been for the fact that in selecting the latter route we would side track Eugenia, one of our principal water powers, it would have been the preferable one, materially shortening the main line, avoiding bridging and hills, while the territory to be served would gladly pay as much or more than has been offered by both Flesherton and Osprey. The power at the same time would be as easily transmitted from Eugenia to a power house at Durham as to one at Flesherton. When at the meeting I had, moreover, in my mind the fact that parties at Eugenia, present that evening, had written me stating that on no account would they allow their power to be transmitted to a power house at any other point. When it was suggested by some Flesherton citizens that Eugenia might join with Flesherton in the subscriptions, thereby admitting that the former would have the road, I stated from the platform that I reserved the right to deal with Eugenia later. Mr. Thorp Wright, the chairman, a clear-headed and just man, said that Eugenia should have a share in the road and the meeting in general assented to that view of the case. The engineer went over to Eugenia that night and the next day openly reported in favor of the practicability of constructing the road through that locality, and this was a fact generally known before the bulk of the subscriptions were given. Osprey was also represented at the meeting and parties were there urging its claims to recognition, and it was, I think, distinctly understood or at least expressed that the merits of the two routes, the Toronto and Sydenham or Osprey route, should be a matter for future investigation and determination. I think many impartial and credible people of Flesherton, Eugenia and Osprey will, if necessary, substantiate what I claim in these respects to be true and thereby dispose of your charge that I deceived Flesherton in regard to the route.

Now what are the facts as to my promotion of the scheme in Osprey of late? When I was struggling in an earnest and determined manner with the Government for the charter one month after the provisional had fought their fight, a letter reached me signed by Mr. Preston, the reeve, Dr. Scott, Mr. Crawford and perhaps others, urging the expediency and the profitable nature of the Osprey over the Toronto and Sydenham route, requesting the promoters to come up and investigate, and suggesting that in all probability the people would give from $2000 to $5000 in the way of a subscription or bonus or both. I also received individual letters from Dr. Scott, Mr. N. D. McKinnon and other gentlemen, calling my attention to the same points. About the first of May I had a letter from Mr. Pew, stating that it was the wish of several of the provisional directors that I should go up to Osprey and estimate the benefits that might accrue to the road by running through that township and at the same time find out what was in the promises of aid. I acted upon the suggestion, and as a result of my work in the township, Mr. McKinnon stated at the late meeting in Toronto that $1200 had been subscribed by Osprey.

Now, sir, in the face of this true and unvarnished story of my connection with Osprey, what becomes of your unfair charges that as soon as the charter was secured "Dr. Rolstin busied himself by going into Osprey and promising to locate the line there for $2000;" that I thought I owned the whole concern, and others to like effect? Instead of passing as the sole arbiter of the road I distinctly told the audience at each meeting that their subscriptions would be made payable conditional upon the engineer endorsing the route and the board of directors locating the line through the township. The line was located through Osprey, not by Mr. Pew or myself, but by the provisional directors, conditional upon a certain sum being paid into the treasurer's hands, and under any circumstances my remuneration will be the same. I have always made it a point to be frank and honorable and my aim has been to harmonize the best interests of the towns and villages with the best interests of the proposed road, and I have not departed from this principle in the cases of Flesherton, Osprey and Eugenia. In conclusion permit me to express the conviction that the live and progressive element among your citizens do not and need not share the apprehension that seems to have inspired your article that their fair and prosperous village will suffer electrocution in the frying pan of this beautiful electric circuit at the hands of Eugenia, Feversham or any other of the smaller rivals.

HENRY J. ROLSTIN.

We Touch The Spot!

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On seasonable goods, and have full supplies in the following lines:

FLY NETS—Leather and Corded.
DUSTERS,
RUBBER DASH APRONS,
BINDER WHIPS,
RIDING SADDLES,
SWEAT PADS,
AXLE GREASE.

Come in and Examine

W. MOORE
Harnessmaker, Flesherton

Cash : for : Hides!

Sheepskins and all kinds of furs purchased, for which highest market price will be paid.

Homemade sausages on hand, also all kinds of meats.

M. WILSON,
FLESHERTON MEAT EMPORIUM

THE
CHAMPION STALLION
Of The Dominion
PRINCE ARTHUR

IMPORTED JULY, 1892

Winner at the World's Fair, Chicago, New York, and Ottawa; first at Toronto Spring Show and sweepstakes for best stallion any age, 1893; first and silver medal at Toronto Industrial, 1893 1st and sweepstakes at Toronto Spring Show, 1894; first prize and silver medal also sweepstakes for best stallion any age at Toronto Industrial, 1895.

Prince Arthur registered No. 1852 Y C H S No. 1000 A C H S United States Stud Book.

ROUTE—1896

MONDAY May 4th, will leave his own stable, lot 18, con 10, Euphrasia, and proceed to Mr Kilbourn White's 11th line St. Vincent, for noon; thence by way of Bay View to Woodford for the night.

TUESDAY, will proceed to Warrilow's Hotel, Owen Sound, for noon, where he will remain until 9 o'clock, the following morning.

WEDNESDAY, will proceed to Jackson House, Jackson, for noon; thence to Guy's Hotel, Tara, for the night.

THURSDAY, will proceed to Mr Geo Henderson's near Keady, for noon; thence to Campbell House, Chatsworth, for the night.

FRIDAY, will proceed to Mr Wm Foster's 6th con Holland, for noon; thence to his own stable where he will remain until Monday.

This route will be continued throughout the season, health and weather permitting.

DESCRIPTION

Prince Arthur is a pure bred Yorkshire Coach Horse and registered in the Yorkshire Coach Horse Society of Great Britain and Ireland No. 1852. Color, bay; black legs, mane and tail, and perfectly free from white, aged 6 years, stands 16½ hands high, weighs 1,400 lbs., has the best of action and is entirely free from blemish.

TERMS

To insure a foal $15, to be paid 1st February, 1897. For the season $12, payable the last two rounds. Single leap $10, to be paid at time of service. Insured mares must be returned regularly to the horse during the season or they will be charged full assurance, in foal or not. Persons trying mares to the horse and not returning them will be charged for the season. Parties disposing of their mares before collecting time will be responsible for insurance. All accidents to mares at risk of owners.

J. MANAREY,
Manager and Collector

"EQUAL RIGHTS HOUSE"

Young Men, Wake Up!

There is prospects of a good CROP this year, and on the strength of this, no doubt, that a good number of YOUNG MEN will be doing the elegant and will want a FINE SUIT of CLOTHES. We are showing good value in black worsteds, tweed effects and also pantings. We have three first class tailors working for us and want to keep all hands busy. Competition in that department is very keen, and you can have your choice as to which you prefer doing your work.

Our Gent's Furnishing throughout is complete including

Fine Underwear, White Shirts,
Collars, Ties and Felt Hats.

We can fix you up for any special occasion in first class style for very little money. Come and give us a call.

LADIES, KEEP KOOL!

A special line of Summer Corsets to hand selling at 50c and 65c. Ladies' Vests from 5c up to 50c. Silk Mitts, 25c, 35c, 40c, in black, fawn, brown or cream. Cotton Hosiery from 7c per pair up to 25c. Cashmere Hosiery in good quality. Dress Goods, Lustres, Cashmeres, Colored Goods, Tweed effects, &c., all up-to-date.

Every Day is Bargain Day With Us.

If you are not a subscriber for The Advance do not delay to become one, as you will save the subscription price in a very short time watching this space.

Butter & Eggs Wanted

B. McDONALD

House and Lot For Sale

For sale cheap, on easy terms that comfortable residence on Mary St. Flesherton, containing 8 rooms and wood shed, with hard and soft water pumps, both under cover, beautiful garden and orchard also well finished stable and drive house 28 x 24 ft. Apply to J. E. MOORE, Furniture dealer.

FARMERS, READ THIS!

"King Pin"
18905

By Knickerbocker 200, the sire of ten in the 2.30 list, and the sire of the dam of Alar 2.11, Chronos 2.12½ and eleven others. This shows that his stock is breeding on and in the very front ranks.

Knickerbocker is by the king of sires, Hambletonian 10

King Pin's dam is Topsey by Kentucky Prince 2450, sire of Guy, 2.09¾, Eloise, 2.15, and over thirty others in the list, second dam by Forest King 1754, the sire of Lady Basset, 3.20½, and others, and Forest King is by that great sire, Mambrino Patchen 58, sire of 25 in the list, and sire of the dams of 112 fast performers, including Ralph Wilkes, 2.06¾. King Pin's dam, Topsy, is in the great brood mare list, being the dam of Zerlanda, 2.25. King Pin is 5 years old, a beautiful dark bay 16½ hands high, and weighs 1300. He is a horse of great style, quality, and a grand actor, and can now, without training, show a 2.40 gait. He has great substance, strong build, the make up of a sire, the speed to transmit and the breeding and blood lines to make him prepotent, and not only a sire of race horses but a sire of **elegant carriage and saddle horses** with grand knee and hock action, and large enough for all kinds of farm work.

This young stallion was imported by me last winter, did a large business last season, and is a sure foal getter. His service fee will be within reach of every farmer. See small bills later.

The principal stands for season of '96 will be: Priceville, at or near Hopeville, Proton Station, South-east Artemesia, Wareham, McIntyre, Maxwell, Eugenia Falls, Flesherton and home stable, Markdale.

J. E. MARSH,
15My Markdale, Ont

SOW LOST

Strayed from lot 34, con. 12, Artemesia, on April 18, one large black sow, right eye blind. Anyone giving information bading to her recovery will be suitably rewarded.

THOS. BRADBURY
Eugenia, May 5, 1896.

NOTICE

The people of Flesherton are hereby warned to keep their horses and all other animals prohibited from running at large by bylaw enclosed. All such animils found at large will be impounded and the owners prosecuted.

D. McTAVISH,
C. J. LEITCH,
W. J. BELLAMY. } Police Trustees.
May 5th '96.

M. RICHARDSON & CO

We begin this week to CLEAR OUT lines of

PRINTS

At cut prices. We do not purpose to carry stock when the season is advanced, our stock is large yet but must be reduced one half this month. We are clearing out choice patterns

Our lady friends should see our display of SILKS this week. All ticketed with prices in plain figures. While Blouses are in fashion and Silks so cheap why not have a SILK BLOUSE.

See our table of double width DRESS GOODS, 40 to 42 inch. Regular 30c, 35c and 40c all at

One Price, 25c Per Yd

Why do we do it—don't ask but come and get a share of bargains going—time will be short.

New Millinery This Week

BLACK & WHITE SAILORS,
LEGHORNS & FANCY STRAWS,
NEW FLOWERS,
RIBBONS AND LACES.

Some Choice and Cheap Goods in new

We have received another consignment of

Ladies' Boots & Oxford Shoes

And a lot of Men's Plough Boots, Bellows Tongue, price $1.25 per pair. Prime stock.

IN GENT'S
Spring . . Suitings

We have extraordinary values, made up to order at

$10.00 $11.50 $12.50

Nobby choice light pantings made to order $3.75.

Boys' Wool Tweeds—a fine range at 32c per yd. Early orders solicited—but don't all come at once.

White Shirts, 35c.
Black Sateen Shirts, 50c.
Flannellette Shirts, 20c.
Linen Collars, 2 for 25c.
Gent's Ties, Knots & Derbys, 2 for 25c.

And the finest stock of Gent's Hats in Felts & Straws—latest styles and lowest prices.

M. RICHARDSON & CO

Hardware : Dep't.

ANY ONE CAN SAY
There's NO FLIES On Us

IF THEY GET SOME OF OUR

Screen Wire Cloth

For Their DOORS & WINDOWS

Do You Know

We can save you money by buying your NAILS and other HARDWARE from us. Also in all kinds of Fencing Wire we guarantee the lowest prices.

BEST VALUE IN SHEEP SHEARS

Headquarters for all kinds of Granite and Tinware.

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