

tion being in the money expended at this end by the bonus was backed up just as it was in its interest to see that the money expended at the Goderich harbor backed up by the construction of this connecting link.

Mayor Thompson, of Goderich, was pleased with the large and influential delegation present to discuss this very important question. He enumerated the many advantages Goderich offers to the C.P.R. and those concerned in the construction of the line from this city to that town. He spoke of Goderich as possessing one of the best harbors for the reception of the traffic from the North-West, and stated that the one requisite for making Goderich the leading port on the lakes is more railway accommodation. He was sure if the road was extended from Guelph to Goderich the scheme would be a paying one to the C.P.R., as well as an advantage to the points along the line.

Mr. McGillicuddy, editor of the Huron Signal, addressing the convention, referred to many of the enterprises supported by the town of Goderich. He contended that it is a progressive town and will give the projected railway their liberal and hearty support. Only by the hearty co-operation of all the municipalities along the route can anything be accomplished, he said. He pointed out that the railway accommodation at Goderich is very meagre, and the extension of the C.P.R. to that point would be a great convenience and benefit to the town.

Mr. Pelton stated that the municipalities along the northern line would not favor the construction of the road, unless it touched the points affecting them.

Other speakers representing the northern line disagreed with Mr. Pelton, in this and stated that the first object, and the one in which all should be deeply interested, is in having the road built. The question of the route could be decided later.

**GENERAL COMMITTEE.**

The committee called for in clause three of the report was named as follows: F. W. Day, Listowel; R. Y. Fish, Linwood; J. McDonald, Walton; Col. Higinbotham, Ald. Thorp, Jno. I. Hobson, E. R. Bollert, Mayor Nelson, D. Guthrie, Ald. Kennedy and W. E. Buckingham, Guelph; Jos. Carter, Blyth; R. S. Pelton, Atwood; W. C. Quickfall, Brantford; Jas. C. France, Milverton; P. Smith, Moncton; E. H. Preston, Elmira; Geo. Baker, Brussels; E. Heaton, Goderich; Mayor Thompson, Goderich; R. S. Williams, Goderich; A. Stewart, Logan Township; R. H. Ferguson, Walton; Jos. Beck, Saltford; James Connelly, Porter's Hill; Jno. Briston, Listowel; Jas. Young, Aurora; Jno. Mills, Blyth; S. Pelton, Atwood; Ald. Hamilton, Moorefield; J. B. Tierney, Blyth; Jas. Glenzie, Winterton; Dr. J. H. Thompson, Millbank; David Smith, Kurbyville, P.O.; Robt. McIntosh, Guelph Township.

The gentlemen named will represent the place or township in which they reside.

The clauses were adopted individually on motion of the speakers, and the report was afterwards passed in its entirety.

Mr. Heaton suggested that the convention appoint a committee to wait upon the C.P.R. authorities at Montreal. This was left to the committee.

Moved by Mr. Morphy, Listowel, seconded by Mr. McGillicuddy, that the committee appointed be known as a general committee and that they be empowered to appoint from their number an executive and such special committees as may be necessary to carry out the work.—Carried.

Moved by Col. MacDonald, seconded by Mr. Morley, of Listowel, that the committee appointed wait for organization at the conclusion of the convention.—Carried.

At the conclusion of the conference for the consideration of the C.P.R. extension, on Thursday, the General Committee met and Mayor Nelson was elected Chairman, and Mr. Buckingham, Secretary. The following was appointed an Executive Committee: Mayor Nelson, Col. Higinbotham, Ald. Kennedy, Guelph; Alfred Stewart, southern route; James Terrance, central route; E. W. Day, northern route; Mayor Thompson, R. S. Williams and Ernest Heaton, Goderich. The Executive Committee subsequently met and elected Mayor Nelson, Chairman and Mr. Buckingham, Secretary. The committee arranged to obtain reports from the several municipalities interested as to the probable amount of traffic each would supply the proposed railway. It also instructed its Guelph members to write the Dominion Government a carefully prepared letter upon the subject of the railway extension, and adjourned to meet at the call of the Chairman.

**Collegiate Institute Exams.**

The following are the results of the examinations held at the Collegiate Institute on Nov. 27th, '99.

**FRENCH—FORM II.**

Class I—J. Bell, C. Day, M. Lynch, F. Hughes, L. Nicol, W. Melman, G. Towell, R. Strachan, I. Black, G. Williamson.

Class II—A. Colgate, M. McAlister, N. Lowry, D. Kennedy, C. Waters, D. McLean, M. Hind.

Class III—C. Cull, F. Dickieson, W. Waters, E. Hill, F. Steven, L. Murray, I. Welsh.

**Class IV—F. Porteous, E. G. Hind, J. McCallum, N. Robinson, C. Smith, T. Toffin, F. Bernard, E. Nicklin, M. Bruce, M. Barker, M. Elliott, R. Humphries, A. Walker, S. Laughlin, C. MacLaughlan.**

**GREEK—FORM III.**

Class II—F. Watt.

**FRENCH—FORM A.**

Class I—E. Tuck, N. Russell, R. Hinton, M. Kibler, M. Vaughn, J. Kilgour, J. Clark, E. Dowler, F. Rupay, S. Scrimgeour, C. Muschman, F. MacKinnon, B. Kelly, B. Johnson, F. Johnson, A. Butchart, M. Fowle, M. Smith.

Class II—J. Galbraith, M. Scott, C. Penfold, M. Young, L. Petrie, A. Stevenson, E. Lawrence, J. Foster, C. Noice, T. Kennedy, I. Wilcocks, H. Day.

Class III—N. N. Mitchell, L. Reynolds, P. Crocker, G. Maclean, H. Smith.

Class IV—F. O'Connor.

**CHEMISTRY—FORM III.**

Class I—F. Carter, E. Lyon.

Class II—J. A. Davidson, F. Kilgour, I. Sinclair, F. Day, R. Deke.

Class III—R. Davidson, G. J. Cook, T. McLarty, L. Cole, D. Kilgour, E. Skinner, M. Sprague, G. Chambers, J. Barclay, F. McPherson, D. Nicklin, E. Cooper, G. Hindley, E. Carr, L. McGinnigle.

Class IV—M. Strachan, L. Rogers, G. A. Chyngod, C. L. Copland, G. Holmwood.

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Mr. Fred Platt, 12 Frankish ave., Toronto, says he suffered over 2 years from Sciatica; the pain would shoot down the back of his leg to his heel. Three boxes of Milburn's Rheumatic Pills have removed the pain and made him as limber as a boy.

latter was asked whether he intended to go on with the line to Goderich, he said, "certainly," and a pointer he showed Mr. Pelton the map where the road was to be a general way, and said there was a sufficient amount of local business to make it pay. He had never doubted that when circumstances permitted, Sir William Van Horne would build the road. Things changed, of course, since then, they have changed in some respects as to make our claims stronger, they were, i.e., to make it desirable for the company, in town interest, to construct the road.

For instance, Goderich harbor has been very greatly improved and is capable of accommodating the largest like vessels. The through traffic, which had developed in a way was hardly dreamed of in those days, now demanded the construction of this road, and would make it a paying one. So that, if circumstances changed, they had changed in a way that was favorable to the construction of this road as a commercial enterprise.

What course were they to take now? Appointment of this committee on conditions was the first step. They intended to find out what the company intend to do. They should discuss the whole matter with the C.P.R. authorities, point out our claims, and let the company know whether they will put us in a position that, with a direct grant, can float the bonds necessary to construct the road, or give us a lease with them as will show factors that the bonds would be a factory security. He supposed the cost of construction would be about \$900,000 per mile, so they were contending a \$900,000 or \$1,000,000 enterprise. That was a pretty serious matter, but nothing of course, for a C.P.R. would do and how much, in their experience, could be raised. Then they had to see how they could get from the Government. He was satisfied the Government would grant a subsidy, because it had improved Goderich harbor, must back up what they had spent for the harbor. Having considered those two things, they would have considered what they could do themselves. Possibly they could raise money by bonds on the road and Government subsidies to construct it. They might just as well feel this way, that they might have to secure money. It had been said that Guelph had done its share of the work and was not in a position to do more. In any way that was right, but in another way he could see clearly how it might do more. The city had \$200,000 of the Guelph Junction road, or direct income would be made three or four times what it was by the increased traffic over the Guelph Junction road. Instead of \$1,000 or \$2,000, it had an income of \$10,000 or \$12,000, and would be in a position to issue our bonds, which were now unobtainable. We would be in a position to give \$100,000 bonds, and gift-edged bonds at that, towards the extension, when they would not pay 1 per cent. now, but would pay the back in interest and become a marketable security. The city could not afford to give those securities. We were interested in securing this line of local traffic, and for through traffic, and we had more direct interest in the matter than any of the other municipalities represented. Therefore we were going heart and soul into the project, and he believed we could afford to contribute most liberally towards it.

While he was city solicitor, he was speaking as a citizen. What he felt ought to be done was to put the matter in workable shape. He would suggest appointing a committee. Let each municipality represented here appoint an active man to act on that committee. He was delighted to see such a large delegation present. He believed it indicated a practical result. He believed the matter had now been connected with the increased demand for transportation for the trade of the North-West, that they could with the greatest confidence go to the C.P.R. and to the Government and ask them to aid in the construction of this road. (Applause.)

Lieutenant-Colonel Macdonald explained and read some of the documents which were obligations on the part of the C.P.R. to this city. There always seemed to have been an uncertainty in the minds of the public as to the nature of the promises made by the C.P.R. to the people of Guelph at the time the Guelph Junction road was undertaken. At the time the arrangement had been made to build the road to Schaw, and after the contract had been executed under which the C.P.R. undertook to run the line upon its completion, Sir Wm. Van Horne, in a letter dated 22nd February, 1887, said this: "It is now pretty certain that we will extend our line through Hawkesville and west from that point in the immediate future. We are considering whether this extension should be made from Guelph or from Elora. We are talking it over with the directors, we have decided that if arrangements can be made for building to Campbellville, rather than from Schaw, we have decided to extend westward from Guelph." On the 1st of March a resolution was passed by the directors of the C.P.R. Company, reciting that Sir Wm. Van Horne had reported to them on the advisability of building the road westward towards Goderich, and having stated to them that he had promised the Guelph Junction Railway Company that if such a line were built and controlled by the C.P.R., it should start from Guelph or from Campbellville, instead of from Schaw. The directors concurred in the report and allowed them to so agree. That resolution was certified to under the seal of the company and that document we have in our possession. We met, inserted the advertisement and steps were taken for getting the subsidy to build the road. He was Mayor at the time and endeavored to go a contract, but while the promise of the company was in every respect bona fide, they were unwilling to follow it up with a contract. Sir Wm. Van Horne stated in his letter of 20th September, 1887, that it would be impossible, besides impolitic, to fix any definite time for extending this line from Guelph, and the best that could be done then was to give the Guelph Junction Company the strongest assurance that the work would be undertaken at the earliest possible time. He says in one of his letters that the London and Detroit River line, the Niagara Frontenac line and the Guelph enterprises "now stand first with the company in Canada." The other two had now been completed. A new contract was made providing for the alteration in the direction of the road. The Government subsidy was obtained, the road was built from Campbellville to Guelph, and from that time to this the Guelph Junction Road had used every effort to have the line extended. The road to-day, according to the books of the Railway Company, had cost the City of Guelph over \$250,000, exclusive of any amount and they were considerable—which were spent in promoting the original project. There could be no doubt the road would give the country between here and Goderich very great advantages, and the statements of Mr. Heaton were most fully borne out by his own consideration of the question. It seemed to him, that this was the most advantageous route for through traffic. It was not only the length of road from Georgian Bay that had to be considered, but the fact that they had to double-head trains both ways to get up the Caledon hills. These were two good reasons to urge upon the Government for granting a subsidy. The bonus from Guelph and the subsidy from the Guelph Junction line were given with the understanding that the line would be extended to Goderich, and it was in the

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