

19 SEP 1873

OPENING OF THE HAMILTON & LAKE ERIE RAILWAY.

FESTIVITIES OF THE DAY!

A GENERAL WELCOME ALONG THE WHOLE ROUTE.

The train which started yesterday on the opening trip over the Hamilton and Lake Erie railway consisted of five first class coaches, a smoking car and a baggage car. It was under the personal charge of Mr. W. Wallace, General Superintendent of the line, whose exertions throughout the day were unremitting to secure the comfort and safety of his passengers. The train was drawn by the locomotive "John Scott," under the skillful hands of Mr. Wm. Rodgers, Locomotive Superintendent. The engine was beautifully decorated with flowers and was gay with fluttering bunting. Not a few men of practical experience thought the train too heavy to be taken up the "Mountain" by a single engine, but the John Scott walked away with them up the steep ascent without faltering for an instant, and with a speed that surprised everybody on board.

The start was effected about a quarter past nine, with all the cars comfortably full, the company present numbering about 250. Among them we noticed the following gentlemen:

Messrs. Hickson Ferguson, and George Crockett, Glasgow; Messrs. James Cutler, Freeman, Fisher, and Ghent, Wellington Square; Mayor Morley, and Chas. Cameron, Collingwood; W. J. Douglas, Port Nelson; W. Chapman, Wellington Square; Messrs. James Turner, President H. & L. E. Railway; J. M. Williams, M.P.; Andrew Skinner, W. J. Copp, Thos. Stock, Wm. Hendrie, John Stuart, W. F. Findlay, Directors; M. W. Brown, Secretary; J. H. Askin, Chief Engineer; N. Weatherstone, Gen. Sup't. Toronto; Gray & Bruce Railway; W. J. Biggar, Superintendent Welland Canal; Joseph Rymal, M.P.; W. Hamilton, Toronto; B. Jenner, Toronto; George Nolan, ex-Rector Tecumseh; Mayor Charlton; Hon. Isaac Buchanan, Sheriff Thomas, J. H. Greer, Alderman Lister, Alderman Eastwood, Alderman Crawford, Alderman Fitzpatrick, Alderman McCarty, Alderman Mills, Alderman Pelroy; W. H. Gillard, T. C. Bruce, Wm. McCulloch, Secretary W. G. & B. Railway, Robt. Osborn, John McPherson, A. Lawson, Wm. McKay, D. McCulloch, A. T. Freed, T. C. McBurn, C. B. Murray, C. H. Hammond, W. T. Munday, Dr. Arnot.

As the train wound around the face of the escarpment the beautiful landscape spread beneath and revealing new charms at almost every hundred yards, was the theme of general admiration. One of the incidental advantages of this will be that passengers arriving by it for the first time will receive pleasing impressions of Hamilton. The first trip over a new railway rarely gives occasion for going into enticements over its condition; the desire to get it opened is too strong to wait for all the little finishing touches which give a look of completeness to the practised eye. From the city up to the top of the "mountain," however, the Hamilton & Lake Erie Railroad is a most substantially constructed track, thoroughly ballasted, and in perfect order; between this and Caledonia the ballasting is but partially completed, though the road bed is a solid and safe one. Brief halts were made at Rymal station, and also at Henton.

AT CALEDONIA.

The next station was Caledonia, and the first glimpse of it showed that steadfast friend of the road, for which it has made so many sacrifices, and done such splendid service, had entered with alacrity into the spirit of the day. Flags were flying in every direction. Upper windows were crowded with fair faces, and fluttering handkerchiefs

of the municipality of the village of Caledonia, feel much pleasure in greeting you on this auspicious occasion of the opening of your line of railway to this place, an event we beg to assure you long, earnestly, and anxiously looked forward to by this municipality, as likely, in a large measure to increase its prosperity, and not only its prosperity alone but that of the whole County of Halton.

Our interests always very closely identified with the city of Hamilton, are now indissolubly united for weal or woe by that great modern civilizer, a railway. Let us hope that those interests may never prove antagonistic, but on the contrary continue to harmonize more and more till perfect unity of feeling, sentiment and interest prevail.

B. A. McKinnon, Reeve,

On behalf of the corporation of Caledonia, Caledonia, Sept. 18, 1873.

Mr. TURNER, in reply, said he was taken quite by surprise by this address. At present he could only return thanks for the attention, and would speak more at length of the affairs of the railway at the banquet to which he and his friends had been invited by the people of Caledonia.

The band then marched to the front and played the company down to the drill shed, where a splendid banquet was awaiting us from our Caledonia friends. The shed was very handsomely decorated with evergreens, streamers, flags and mottoes. The chair was occupied by Major McKinnon, Reeve, and the vice chair by the Hon. Isaac Buchanan. On the right and left of the chairman sat the President, Mr. Turner, and His Worship Mayor Charlton, also the directors of the Company, Mr. Joseph Rymal, M. P., Mr. David Thompson, M. P., Mr. Alex. Taylor, Mr. John Scott and many other gentlemen of prominence.

The substantial of the feast having been disposed of, the Chairman said he would propose a toast which all present would receive with enthusiasm. He gave "The Queen," which was drunk with cheers, the band playing "God Save the Queen."

The CHAIRMAN then said that the shortness of the time at the disposal of the guests present admonished him of two things: that the speeches must be short, and that many toasts usually honored must be omitted or incorporated together. He would begin the trenching business by proposing an omnibus toast—"The Governor-General, the Lieutenant-Governor of Ontario, the Members of the Dominion Parliament and of the Legislature, coupled with the names of Messrs. Thompson, Rymal and Williams."

Mr. THOMPSON said he, too, would set a good example—an example of brevity if not of condensation. He would therefore, on behalf of the House of Commons, return thanks for the toast, and resume his seat.

Mr. RYMAL said this was the first time he had ever been called upon to respond to an omnibus toast. That was a toast which covered all shades of character, and embraced the whole human family. The Governor he would leave in the hands of the audience. The Senate was unrepresented there, and his hearers were at liberty to think of them what they pleased. On behalf of the House of Commons, of which he was a very humble and a very modest member, he returned thanks for the honor just done them. There were all sorts of men in the House: some of them were honest, some not; but they were such as the people of Canada made them. If the spring was pure the stream would be pure: if the spring was corrupt the stream would be corrupt. They had all sorts of talent in the House: if some, like himself, were below the medium, it was the fault of the people for not sending able men. There were some honest men there, but they were scarce; selfishness predominated in the breast of the majority of them. (Cries here arose of "no politics.") Mr. Rymal said he was not talking politics at all. But he would touch one moment on railway matters and then close. He was very glad to be able to visit Caledonia on this occasion. He had done some little toward helping to get the railway, and he was most happy to assist at the end. Thanking the company once more for the manner in which they had received the toast, he would resume his seat.

and for that purpose she had one of the best positions in Canada: she had three railways, her canal and her magnificent water power. To insure success, to utilize their advantages, they must assist and encourage all manufacturers who wanted to start new industries there. But they never would succeed if they allowed petty jealousies to control them and opposed every man who wanted to establish something new. Mr. Williams had spoken of the policy of the Government in giving aid to railways; but another important question for Caledonia was: what is the Government going to do for canals? The canal needed aid to put it in proper condition as much as any public work; and he trusted its claims would not be overlooked. In conclusion he asked those present to fill their glasses and drink to "The Village of Caledonia," coupled with the name of Major Archibald McKinnon, the Reeve.

Mr. McKinnon said he thanked them sincerely for the toast so kindly given and so heartily drunk. The good feeling, he could assure them, was reciprocated. Caledonia had long wanted to be connected with Hamilton, and this had now been accomplished with hands of steel. He disagreed with some that Caledonia should remain an important suburb of Hamilton. He wanted a race of people there that would build up Caledonia so that it would rival Hamilton. (Cheers.)

The CHAIRMAN said he had one more toast to propose before retiring in favor of the Vice Chair. That was, "The Mayor and Corporation of the City of Hamilton," coupled with the name of Mayor Charlton.

MAYOR CHARLTON in rising to respond, thanked them for the cordial manner in which they had received the toast presented in such flattering and complimentary terms by the Chairman. The Corporation and people of Hamilton who were there present in such large numbers, joined them heartily in mutual congratulations upon the happy event of the opening of this railway, an event to which they had looked forward for some 25 years, an event which seemed to be waiting for a man of the towering attitude of a James Turner, and a man of the native Scotch energy of a John Scott (he thought he was a Scotchman but would not be surprised to learn that he was something better. Laughter), assisted by many of the leading men of Hamilton, Caledonia and the surrounding country to make it a success; and although much had yet to be done to make the line complete—for the iron rails must yet link lake to lake, and several powerful railway interests had yet by painful diplomacy to be brought into harmonious working with this enterprise—he believed that the men who had accomplished so much would be found equal to the occasion of carrying it through to a thorough completion. (Cheers.) Our country was enjoying an era of marvellous railway extension, an era of great development in home manufactures, in commerce of peace and prosperity. We as a people took greater delight in seeing iron and steel made bright and shining in useful implements, in busy humming machinery, in the ponderous locomotive, and the swift rail that bears our commerce everywhere, than we do in gleaming swords and bayonets, although we could take our place in the ranks if necessary. The people of Hamilton would do their part towards keeping those rails which bore them so safely this morning, bright and shining with the fiction of hard service and heavy loads. He asked them, the people of Caledonia, and of all the beautiful country they had seen to-day, to do their part by sending to Hamilton their crops and produce of every kind, and by coming themselves. He gave a standing invitation to all to come at least once a week, and the people of Hamilton would try their best to find something attractive and useful for them to purchase. (Cheers.) He thanked them for their generous hospitality, and proposed "the health of the Contractors of the Hamilton & Lake Erie Railway." In doing so he had only to mention the name of a Mr. Brown, who had built the Caledonia bridge, a structure giving abundant evidence of strength and durability; of a Wm. Hendie, a perfect Hercules in railway building, to insure a bumper.

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The next station was Caledonia, and the first glimpse of it showed that steadfast friend of the road, for which it has made so many sacrifices, and done such splendid service, had entered with alacrity into the spirit of the day. Flags were flying in every direction. Upper windows were crowded with fair faces, and fluttering handkerchiefs greeted the strangers with a hearty welcome. The station platform was crowded with a welcoming company whose radiant faces testified the pleasure which they felt, even without the hearty cheers which gave it vocal utterance. Soon the company brought by the train and that on the platform, were promiscuously mingled, and old friends were finding each other out, shaking hands and exchanging congratulations. "How are you, old Scott?" is heard a score of times as that veteran friend of the road is encountered by his old friends of campaigning days, and by the beard of the prophet, here is Hobbs of Walpole, and Capt. Stewart of Ononda, Reeves of their respective townships when the Haldimand-by-law was passed, and who, I verily believe, never slept two hours out of the twenty-four when the question of carrying it was before the people. Here too is Squire McKinnon, of course—and his son Mayor Archibald McKinnon, Reeve of the village, surrounded by his Reception Committee, who are to entertain us on our return from Jarvis. Mr. Almas, of Hagersville, stands us here to bear us company to that village. But, we cannot name even a tithe of the prominent friends of the enterprise who have gathered from every quarter to look upon the reward of their labors and the realization of their hopes. After a few minutes' delay the greater part of the company walk forward to get a better view of the splendid bridge over the Grand River than riding in the train would give. We have on a previous occasion given a description of this structure, and need not repeat it now. The solid masonry of its piers, and the substantial work of its superstructure were the subjects of much admiring comment, and when the train came along it was noticed that there was not the slightest deflection that the eye could detect.

At the southern end of the bridge the work for which Mr. Hendrie, of Hamilton, has the contract, commences; it extends to Jarvis, some 17 miles, and was commenced a year ago, and but for delays in receiving iron, would have been finished long before now. For several miles beyond this we find the road ballasted and complete, everything about showing the neat workmanlike finish which Mr. Hendrie and his superintendents, Mr. Eddington, always leave behind them. A momentary halt is made at Ballsville, and then on to Hagersville, where, as at Caledonia, the platform is covered with a goodly company. Fog signals give off a deafening salute. The steam whistle of a neighboring factory pipes us a rhythmical "good morning, how are you? welcome to Hagersville," and the stentorian voice of the "John Scott" sends back an echoing answer of good will. But that is not all, for now there floats through the open windows of the cars the stirring music of the Hagersville brass band, mingled with cheers that are strong and hearty. Here, too, the flags are flying, and an air of general rejoicing pervades the place. Of course additions are made to the traveling company, and we proceed. At Hallsville, the next stopping place, the station house is not yet built, but out on

the prairie; if the spring was corrupt the stream would be corrupt. They had a sort of talent in the House: if some, I myself, were below the medium, it was the fault of the people for not sending abler men. There were some honest men there, but they were scarce; selfishness predominated in the breast of the majority of them. (Cries here arose of "no politics.") Mr. Rymal said he was not talking politics at all. But he would touch one moment on railway matters and then close. He was very glad to be able to visit Caledonia on this occasion. He had done some little toward helping to get the railway, and he was most happy to assist at the end. Thanking the company once more for the manner in which they had received the toast, he would resume his seat.

J. M. Williams, M.P.P. said, in the absence of a member of the government, he begged to return thanks for the way the toast had been received. He knew that the Government of Ontario would carry out the policy of the late John Sandfield Macdonald's in giving aid to railways. If the ratepayers along the line of the railway would subscribe liberally the Government would be bound to supplement the amount of their bounties by liberal grant. (Cheers.)

The CHAIRMAN asked the company to fill their glasses, for he was about to propose a toast all would delight to honor. That toast was: "The Hamilton and Lake Erie Railway, connected with the name of the President, James Turner."

Mr. TURNER said that Mr. Wallace, who was the autocrat of the railway, had issued strict injunctions to have short speeches. He would, therefore, confine himself to a very few remarks in regard to the railway. He was proud of the position he occupied; and was right glad to meet the people of Caledonia and so many of his old friends on this occasion. The old Hamilton and Port Dover railway was started on the 26th of July, 1855; and the work was suspended in 1857. It might appear a very simple thing to now take up and complete the work; but those who were familiar with the affairs of the Hamilton and Lake Erie Company would bear him out in saying that it was more difficult than to begin and carry to completion a new enterprise. As soon as the project was revived, all the old claims connected with the road suddenly became very valuable; and two or three years had to be spent in negotiations before the company felt warranted in finally proceeding with the work. He wished to illustrate the rapidity of railway progress by a few figures from the history of railways in the United States: The first road built in that country was at Quincy, Massachusetts, in 1826; its rails were of wood and its motive power was horseflesh. The first locomotive was built in the United States in 1830, though one had been imported from England in 1829. The first passenger train was run on the 10th of July 1828. Since then the work had gone on with amazing rapidity. In 1857 the gross earnings of the railways in that country were \$40,000,000; in 1871 they had reached to the enormous total of \$475,000,000. He hoped that in an equal space of time the business of the Hamilton and Port Dover road and of the country which it served would also be as twelve to one of what it was to-day. The Hamilton and Lake Erie railway company was organized and a Board of Directors chosen on the 1st of June, 1871; the Hamilton by-law granting a bonus of \$50,000, was passed on the 24th of November, in the same year; the Haldimand by-law, granting \$35,000, was passed in January following; the Order in Council granting Government aid of \$2,000 per mile was issued on the 28th of February, 1872; and in the same month the contracts were let. He had heard whispers of delay from various sources; but he asked them to consider the one fact, that in just

they had seen to-day, to do their part by sending to Hamilton their crops and produce of every kind, and by coming themselves. He gave a standing invitation to all to come at least once a week, and the people of Hamilton would try their best to find something attractive and useful for them to purchase. (Cheers.) He thanked them for their generous hospitality, and proposed "the health of the Contractors of the Hamilton & Lake Erie Railway." In doing so he had only to mention the name of a Mr. Brown, who had built the Caledonia bridge: a structure giving abundant evidence of strength and durability; of a Wm. Hendie, a perfect Hercules in railway building, to insure a bumper.

Mr. HENDIE briefly returned thanks. He did not like to say much of his own work; but he might say, now that it was finished, that he believed it was a very good job. The bridge at Caledonia was a splendid structure, and all competent persons who had seen it were loud in its praise.

Mr. Brown, the contractor for the bridge also briefly returned thanks.

The Hon. ISAAC BOUGHAN, the Vice Chairman then rose to propose the toast of the County of Haldimand—a county, he said, not to be surpassed, not in Canada only, but in America. Having taken such a high position as an agricultural county she should now go on with manufactures till they were equally prosperous and extensive.

Mr. SCOTT, ex-Warden briefly returned thanks on behalf of the Council, and Mr. Stuart for the Council.

Mr. BOUGHAN then proposed "The Agricultural, Manufacturing and Industrial Interests of Canada." The time was, he said, when we could not produce enough, and the trouble was to get something to live upon. Now we produced too much, and the great want was a market. Railways, as the most important means of getting our surplus products to market, were among the greatest necessities of the age.

JOHN SCOTT, Esq., said the toast was one that he ought not to respond to. He was not an agriculturalist and he considered that an agriculturalist should have responded. He had been identified with the old Hamilton and Port Dover Railway. He had attended the first meeting held in Caledonia, and had drawn up the first resolution. (Cheers.) At that meeting the father of the present chairman, Mr. Donald McKinnon was chairman. The village of Caledonia had then subscribed \$40,000 stock. Mr. SCOTT paid a glowing tribute to the energy and perseverance of Mr. Turner for the successful manner in which the present Hamilton and Lake Erie Railway had been built. In conclusion, Mr. Scott proposed the health of Mr. John Turner, son of the President, who had that day attained his twenty-first birthday.

Mr. JAMES TURNER briefly returned thanks on behalf of the young man.

Mr. BOUGHAN proposed "The Haldimand Navigation Company," coupled with the name of Mr. Alexander Taylor.

Mr. TAYLOR, in returning thanks, said the time had been when it was not safe for any man to go into that section of country and ignore the Grand River; but the old times and the old modes of conveyance were giving way to later times and the iron horse. Among other good things which had been said in the late campaign was one from Mr. Magill to the effect that when the road was completed they would see the banks of the river lined with the palatial mansions of the merchant princes of Hamilton. Well, if the merchant princes of Hamilton should come to Caledonia, they would be welcomed there; but they must not run away with the idea that they would be the first princes there by any means; they had native princes of their own just across the river in the township of Tuscarora; and as the House of North had been proud to make alliances with the House of Guelp, so the Hamilton

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Mr. JAMES TURNER briefly returned thanks on behalf of the young man.

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Mr. TAYLOR, in returning thanks, said the time had been when it was not safe for any man to go into that section of country and ignore the Grand river; but the old times and the old modes of conveyance were giving way to later times and the iron horse. Among other good things which had been said in the late campaign was one from Mr. Magill to the effect that when the road was completed they would see the banks of the river lined with the palatial mansions of the merchant princes of Hamilton. Well, if the merchant princes of Hamilton should come to Caledonia, they would be welcomed there; but they must not run away with the idea that they would be the first princes there by any means; they had native princes of their own just across the river in the township of Tuscarora; and, as the House of North had been proud to make alliances with the House of Guolph, so the Hamilton princes might one day be found making alliances with the princes of the Six Nations. (Laughter.) A proposition had been made when the Hamilton and Lake Erie road was first planned, to have that portion of the line running through the Indian reservation built exclusively by native labor. That proposition, he believed, had come originally from the genial and worthy Secretary of the company; but the Indians themselves had heartily approved of it, giving, as a reason, that they were strongly opposed to having their territory flooded with young Irishmen. (Tremendous applause, during which Mr. Brown's vitality endeavored to get in a protest.) They of Caledonia, Mr. Taylor went on to say, would be most happy to have the papers of Hamilton come in and possess the land, or rather the water, and help to build up the municipalities of Caledonia.

The Vice-Chairman then gave "The Bench and the Bar." Responded to by Mr. Martin.

Mr. THOMPSON proposed the health of Donald McKinnon, Esq., which was heartily received and appropriately responded to.

"The Press" was responded to by Mr. McCulloch, of the Standard.

"The Ladies" were answered for by Mr. Benson.

Mr. TURNER then proposed the health of Mr. McKinnon, the chairman, which was duly honored and acknowledged, and the assembly dispersed. The guests returned to the train, which immediately started for Hamilton, reaching the station here a little before 7 o'clock. All the associations enjoyed themselves most heartily, and the whole affair passed off to the entire satisfaction of all.

Nothing of note took place on the return trip except that the Hagersville brass band was taken on board.

In due time we arrived at Caledonia, where Mr. McKinnon received us at a platform

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There is a rumor current at Hagersville, that Gen. Rennie Cunningham,

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ber of L Postmaster, Privy Council, and administrator of Lord had been pro-administrator, and he was Lord and not in of Lancaster. His daughter born he had not, Charles born in 1836, agoons, sus- was created

At the southern end of the bridge the work for which Mr. Hendrie, of Hamilton, has the contract, commences; it extends to Jarvis, some 17 miles, and was commenced a year ago, and but for delays in receiving iron, would have been finished long before now. For several miles beyond this we find the road ballasted and complete, everything about showing the neat workmanlike style which Mr. Hendrie and his superintendents, Mr. Edgington, always leave behind them. A momentary halt is made at Balleysville, and then on to Hagarville, where, as at Caledonia, the platform is covered with a goodly company. Fog signs give off a deafening salute. The steam whistle of a neighboring factory pipes us a rhythmical "good morning, how are you? welcome to Hagarville," and the stationaries' voices, of the "John Scott" sends back an echoing answer of good will. But that is not all, for now there floats through the open windows of the cars the stirring music of the Hagarville brass band, mingled with cheers that are strong and hearty. Here, too, the flags are flying, and an air of general rejoicing pervades the place. Of course additions are made to the traveling company, and we proceed. At Hallsville, the next stopping place, the station house is not yet built, but out on the green sward is a picturesque group of men and women, the gay dresses of the latter giving the romantic picture a pleasing relief. A white table-cloth at a little distance looks significant, and when we approach it we find Capt. Ryan smiling behind tankards of foaming ale, and bottles of greater potency. It was not the first time that many of us had enjoyed that gentleman's generous hospitality, and we remembered well his valuable assistance in the carrying of the by-law. When, therefore, the President proposed his health, the proposition was hailed with three genuine cheers. Besides Captain Ryan, Mr. Hall and others joined the party, and the train sped on to Jarvis, the present terminus of the line, and where it joins the Great Western Air Line. En passant, we remark that the Air Line, so far as it can be seen from Jarvis, is a perfect model of what a railway track should be. The demonstrations that greeted us at other places were repeated here, and in addition an "agreeable surprise" had been provided in the shape of a luncheon in the station building, which was tastefully decorated with flags and evergreens. If the new railway leads to the source of such butter and such ham as was dispensed at that luncheon, it will have a claim to our gratitude not hitherto thought of. Our stay at Jarvis was necessarily brief, for we were due at Caledonia between two and three o'clock. Nevertheless the President took occasion to thank the people of Jarvis for their handsome and unexpected reception, and the compliment was briefly acknowledged by Mr. Ellis.

Nothing of note took place on the return journey, and the Hagarville brass band was taken on board.

In due time we arrived at Caledonia, where Major McKinnon stepped upon a platform and read the following address:

The President and Directors of the Hamilton and Lake Erie Railway Company,
Gentlemen: We, the Board and Council,

had to be spent in negotiations before the company felt warranted in finally proceeding with the work. He wished to illustrate the rapidity of railway progress by a few figures from the history of railways in the United States: The first road built in that country was at Quincy, Massachusetts, in 1826; its rails were of wood and its motive power was horseflesh. The first locomotive was built in the United States in 1830, though one had been imported from England in 1829. The first passenger train was run on the 10th of July 1828. Since then the work had gone on with amazing rapidity. In 1857 the gross earnings of the railways in that country were \$40,000,000; in 1871 they had reached to the enormous total of \$475,000,000. He hoped that in an equal space of time the business of the Hamilton and Port Dover road and of the country, which it served would also be as twelve to one of what it was today. The Hamilton and Lake Erie railway company was organized and a Board of Directors chosen on the 1st of June, 1871; the Hamilton by-law granting a bonus of \$50,000, was passed on the 24th of November, in the same year; the Haldimand by-law, granting \$45,000, was passed in January following; the Order in Council granting Government aid of \$2,000 per mile was issued on the 28th of February, 1872; and in the same month the contracts were let. He had heard whispers of delay from various sources; but he asked them to consider the one fact that in just nineteen months and eighteen days from the time the company's financial scheme was completed, the road was built. (Cheers.) He wanted now to do a little advertising on behalf of the road; the great Central Fair at Hamilton would be held on the 30th of the present month, and the 1st, 2nd, and 3rd of October; and the company intended to run excursion trains on all those days, putting the tickets to Hamilton and return at a single fare. Before he concluded he asked permission to propose a toast—"The Village of Caledonia." The people of Caledonia and those of Hamilton had started together in the old Hamilton and Port Dover enterprise, and they had suffered together. They had also worked together in behalf of the present enterprise, and, fortunately, with better results. But, if it had not been for the able assistance received from Caledonia, the scheme could never have been carried through—they could never have carried Haldimand. He had felt from the first that Caledonia needed the railway as much as Hamilton, and his reliance upon her assistance was well founded, some objection had been taken to the putting of a passenger coach upon the construction train before the road was formally opened for traffic; but he did not regret that, for they were able to judge from it what the country could do. He wanted to give Caledonia a little lecture. In Hamilton they used to be at great purposes; if one man had a new project in hand, his neighbor would oppose it. But they found out at last that there was no good in that, and that if they wanted to accomplish anything they must stand shoulder to shoulder, and help each other along. Caledonia, too, was not to be a backslider; but he could tell them that if they wanted that village ever to be anything more than a village, they must stick to the railway, and not let their better judgment guide them. Caledonia did not expect, perhaps, to stand Hamilton, but she expected to be a member of Hamilton. She expected to be a contributing town.

The village of Caledonia had been subscribed \$40,000 stock. Mr. Scott paid a glowing tribute to the energy and perseverance of Mr. Turner for the successful manner in which the present Hamilton and Lake Erie Railway had been built. In conclusion, Mr. Scott proposed the health of Mr. John Turner, son of the President, who had that day attained his twenty-first birthday. Mr. James Torrance briefly returned thanks on behalf of the young man. Mr. Buchanan proposed "The Haldimand Navigation Company," coupled with the name of Mr. Alexander Taylor. Mr. Taylor, in returning thanks, said the time had been when it was not safe for any man to go into that section of country and ignore the Grand river; but the old times and the old modes of conveyance were giving way to later times and the iron horse. Among other good things which had been said in the late campaign was one from Mr. McGill to the effect that when the road was completed they would see the banks of the river lined with the palatial mansions of the merchant princes of Hamilton. Well, if the merchant princes of Hamilton should come to Caledonia, they would be welcomed there; but they must not run away with the idea that they would be the first princes there by any means; they had native princes of their own just across the river in the township of Tuscarora; and as the House of Lords had been proud to make alliances with the House of Guelf, so the Hamilton princes might one day be found making alliances with the princes of the Six Nations. (Laughter.) A proposition had been made when the Hamilton and Lake Erie road was first planned to have that portion of the line running through the Indian reservation built exclusively by native labor. That proposition, he believed, had come originally from the general and worthy Secretary of the company; but the Indians themselves had heartily approved of it, giving, as a reason, that they were strongly opposed to having their territory flooded with young Irishmen. (Tremendous applause, during which Mr. Turner vainly endeavored to get in a protest.) They of Caledonia, Mr. Taylor went on to say, would be most happy to have the princes of Hamilton come in and possess the land, or rather the water, and help to build up the magnificence of Caledonia.

The Vice-Chairman then gave "The Bench and the Bar." Responded to by Mr. Martin. Mr. Thompson proposed the health of Ronald McKinnon, Esq., which was heartily received and appropriately responded to. "The Press" was responded to by Mr. McCulloch, of the Spectator. "The Ladies" were answered for by Mr. Benace. Mr. Turner then proposed the health of Mr. McKinnon, the chairman, which was duly honored and acknowledged, and the assembly dispersed. The guests returned to the train, which immediately started for Hamilton, reaching the station here a little before 7 o'clock. All the spectators enjoyed themselves most heartily, and the whole affair passed off to the entire satisfaction of all.

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