

two lines and a half, becomes a smooth, tenacious, puffed mass, of yellowish color, which is to indentation without rupture and is elastic. It is now weighed into pound masses, and each lump is then cut by machinery into twelve small pieces, each of three-quarters of an inch in thickness. Of each one of these, the corners are brought together in the centre and pinched to secure them. Then the lump is reversed and placed on a long dough board for further fermentation, until the whole batch is ready for the oven. Before being introduced into the latter, the rolls are again reversed and restored to their original shape, and the fermentation is increased in

Eyon Mosque where he will be girded with the sword of Osman. Several persons expelled for political offences during the last reign have been recalled.

The departure of the Turkish fleet for a cruise in the Archipelago has been postponed.

#### UNITED STATES

The Weather-Contracting A.T. Stewart's will-The Whiskey Frauds again-The Knights Templars at Philadelphia-The Mustang Race-Guilty of Murder.

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EDITORIAL SURVEY ROUTES  
OUT OF HAMILTON  
(PARTIAL)

HS 1 JUN 1876

## MORNING DISPATCHES.

### TURKEY.

How the Deposition was Effected-The Honor of the Sultan's Assassination Unfounded-Preparations for War.

London, June 1.—The Times correspondent telegraphs from Constantinople the following account of the revolution: After vainly soliciting the Sultan to adopt reforms the Grand Vizier and Hussein Aven Pasha and Midhat Pasha resolved to depose him. The Duma Baghtion Pasha was beset with troops; Murad was proclaimed Sultan in the presence of all the Ministers, the Shiekh ul Islam and the Mollahs. Then Sultman Pasha, accompanied by soldiers and officers, informed Abdul Aziz that the nation had deposed him and he should deliver up the palace to his successor. The attitude of the troops convinced Aziz that resistance was impossible. He with his family household and 53 boats filled with women were conveyed with escort to the palace.

Vienna, May 31st.—yesterday—Many rumors are current of the assassination of Abdul Aziz. It is reported on the other hand, that he will be sent to a distant town of Asia, where he will be confined with his family.

London, June 1.—A special dispatch to the Daily News from Vienna says: It is officially announced that Abdul Aziz is alive, and has been placed under strong guard. It is reported that treasure in his possession amounting to 100,000 dollars has been seized.

London, June 1.—The Telegraph's Paris correspondent says he has received private information that the insurgent leaders have sent a special envoy to Midhat Pasha to inquire what terms the new government is willing to grant.

The Russian telegraphic agency says: The rumored strangulation of the ex-Sultan is not confirmed.

London, June 1.—A special dispatch to the Times from Penth, as well as other advices, contradict the rumored Times Berlin dispatch, and says that in consequence of the appointment of a new Sultan, Servia is apparently determined to anticipate an attack, which she considers imminent. The Servian Government issued a decree on Tuesday, closing all schools and eyes courts during the impending war. Prince Milan will act as Commander-in-Chief. Various divisions of the Servian army have been placed under Russian officers, many more of whom have arrived at Iggrade. The same dispatch says that the people in Germany begin to realize that the collision between Servia and Turkey is imminent, and that Russia, finding her policy suddenly crossed by the Turkish national party cannot afford to accept defeat on the scheme in question. It is stated that the new Turkish Government have notified England of their determination to maintain the integrity of the empire and sovereignty of the crown, and that England approves of their determination.

PHILADELPHIA, June 1.—Upwards of 10,000 Knights Templars, all of them mounted, paraded the streets of this city this morning, and a finer demonstration never took place here. The buildings, public and private, being hidden in bunting and festive offerings, added much to the attractiveness of the parade.

Weather is clear and spring like.

New York, June 1.—Half the distance, 1524 miles, was completed by Parker, the mustang rider, at 11:30, he being then 45 seconds ahead of time.

Buffalo, N. Y., June 1.—The jury in the case of Mrs. Welck, on trial for the murder of her stepson, yesterday brought in a verdict of guilty of murder in the first degree. Sentences deferred.

## SPECIAL TELEGRAMS.

### GALT.

#### Fire.

GALT.—June 1.—About five o'clock this morning a fire broke out in a boarding house owned by Mr. Becker, on Main street. One room down stairs and one up stairs were burned badly, and the furniture sustained heavy damage by removing. The Protection Company did good service by keeping the flames down till the steamer arrived, when it was easily extinguished. The origin of the fire is unknown. The loss is between four and five hundred dollars, fully insured in the Royal Canadian Company.

### DETROIT.

DETROIT, June 1, noon.—Up—Propellers Enterprise, Yosemite and tow, Cedar, Sovereign, Maine, Bradbury and tow; Schooners Asow, Erie, Belle, Denmark, Sunnyside, O. Howat, New Hampshire.

Down—Propellers J. Bertschy, Emma, E. Thompson and tow, R. Holland, Bay City and tow, Rust and tow, City of Duluth; Schooners Riverside, Fame, Camtra.

Wind, southeast.

### SARINIA.

#### Burnway Accident.

SARINIA, June 1.—While Mr. and Mrs. Askin were driving into town yesterday the tongue of the wagon broke, causing the horses to run away. Mrs. Askin was thrown out with great violence. She is not expected to recover.

#### Centennial Notes.

—The catenact in machinery hall now runs from 2 o'clock to 5 o'clock in the afternoon.

—The exhibition illustrating the old mound-building is under the auspices of the Ohio Archaeological Society.

—A wooden railing to protect the pictures and statuary has been put up, and there will be no more punching with umbrellas by art or life.

—It has been decided on the 4th of July

## The Spectator.

Hearts resolved and hands prepared  
The blessings they enjoy to guard.

THURSDAY EVENING, JUNE 1st, 1876.

### HAMILTON AND NORTH WESTERN.

A number of private gentlemen have had a survey made of the route of the Hamilton and North Western Railroad through the westerly end of the city by Messrs. Leith and Biggar, civil engineers, of this city, and last night those gentlemen published the report of the engineers in the Hamilton Times. The engineers find five routes in that direction, the first of which, in their opinion, will cost \$80,000 and the second \$155,000. Both these lines, however, require the use of all or a part of the Great Western Railway or its property between Hamilton and Wellington Square, and whether the Great Western would be consenting parties to such an arrangement or not, is not stated. The other three routes the engineers are of opinion would cost respectively, 1st, \$200,000; 2nd, 220,000; 3rd, 245,000. These estimates are for a line independent of the Great Western.

The report of these engineers is not without trace of haste in its preparation, as, for instance, it speaks of one line by which the Wellington Square bonus of \$10,000 would be lost to the Company, and of another by which it would be saved. Now Wellington Square never gave a bonus for any amount. The bonus at stake in the location of the line between here and Wellington Square is the Halton bonus of \$65,000. It was urged against the survey of the Company's Engineers that they were probably biased by the supposed wish of the Directors for an Eastern route, by the same method of reasoning, the Engineers engaged by the advocates of the Western route would be open to the same suspicion, though there is no evidence of it in either case, and we hope the suspicion does injustice to the standing of all the professional gentlemen concerned.

Meanwhile another survey has been concluded under the superintendence of Mr. Molesworth, the Engineer of the Public Works for the Government of Ontario. Mr. Molesworth finds no objection to the bridge over the canal. His opinion is that there are but two lines by the west to be thought of, the one of which will cost \$492,270, and the other \$397,560, both of these routes avoid the property of the Great Western, and will be about two miles shorter than the Beach route to the common point of junction at the Great Western Railway near Wellington Square, but as the Halton by-law requires that a station is to be located at Wellington Square, a switch track would have to be constructed to that village, making the Eastern and Western routes about the same length. These are the only two westerly lines which Mr. Molesworth thinks can be constructed within the time of the disposal of the Company, and the line marked A, he thinks, is decidedly the best of the two. The cost of that line, as compared with the eastern route by the Beach, he estimates as follows:

Line A (by the west) . . . \$492,270.  
Westerly line by the Beach, 163,940.

pending Mr. Kerr's promised exposure of Harney.

The points in the case so far which are made against Mr. Kerr are, that he did appoint Greene to the position he was seeking; Greene was not one of the constituents, did not belong even to the same State, and presumably there were not a few of his own constituents who were anxious for the office. Greene, moreover, was a Republican, Mr. Kerr a Democrat, and it is almost unknown in American politics for public men to appoint their opponents to office. It could not have been friendship for Harney which caused Mr. Kerr to give Greene the appointment, for, he says, he has no recollection of ever seeing Harney in his life, until now, and that while it may have been Harney who "introduced Greene to him," he has no recollection that it was. In Mr. Kerr's favor there is to be considered his long career without the breath of scandal tainting his reputation. There is also the strong improbability that for the paltry sum of \$450 he would place himself in the power of two political opponents, which Harney and Green were. There is shown, too, to be a motive on Harney's part to damage Mr. Kerr. Harney is now in the Appraiser's office in Washington at a salary of \$1,800 a year, and that office has been threatened with an official investigation. It seems to have been in reply to that threat that Harney first whispered quietly what he could prove against Mr. Kerr, but without the expectation that he would be called upon to do so.

It is sincerely to be hoped that Mr. Kerr may be able to free himself from this accusation beyond all room for doubt. If such practices as these have been going on under the surface, and have been participated in by the trusted political leaders of the people, then indeed there is a disease in the very foundations of the political fabric which loudly calls for active treatment. If the sense of political virtue has become so obtuse that representatives, whose outward department was that of honorable men, could unblushingly barter away the offices in their gift for gold, it is time to inquire how far the demoralization has gone and how sweeping must be the measure of reform for its eradication. With the politics of the United States turned into a huckstering trade, to gratify the itching palms of political leaders, neither the people of that country nor their nearest neighbors are safe. The lust for gold, like the appetite for drink, increases by what it feeds upon, and if it can be gratified in the field of politics it would welcome war rather than be denied. We prefer at present, however, to believe that Speaker Kerr is the victim of a base conspiracy, rather than that he has been guilty, but in any case it is to be hoped that the truth will come to light.

### CURRENT TOPICS.

Judge Porter, of Rutland, Vt., has decided that Jager is not an intoxicant. And here we have been drinking water all our lives!

Big Push roaring Pacific scandal to the people of North Middlesex is what Bailie Nicol Jarvie would have called "prodigious."

The morning papers gave currency to the rumor that the ex-Sultan of Turkey

House a named whose he Upon the perpetra Canadian within t generati ance at t that "a r Queen's of days l full of r this your lies unde to the orator Whelan. for crede a persis one to ac thing in Whelan had one died and himself the more But how a happy, in the bl have inji The mor boy had after its to tell t been dra guilt in

### SUMMA

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# Statement.

2, 1876.

June 2 1876 NO. 129.

ROADS.

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SUITS

DR.

Cash Buyers

N & Co. { -4-  
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HOUSE



NGTON BEACH,

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d LAKE ONTARIO.

It HAS BEEN RE-FITTED, GRAINED, and for the reception of Guests on the 24th of building for Amusement. It contains MUSIC HALL 40 x 70; DINING ROOM, tel for Ladies, SODA WATER AND ICE no expense and trouble to make this the the Florence, Transit, and D. Bowen will be summer months.

W. A. NEVILLS,

MANAGER.

d116 27

FELT HATS

-SPRING STYLES-

Canadian, English &amp; American.

LATEST

BROADWAY

-STYLE-

## Hamilton and Northwestern Railway.

Eastern and Western Routes.

Report by Mr. Molesworth.

Toronto, 24th May, 1876.

John Stuart, Esq., President:

Sir—In accordance with your request on behalf of the Directors of the Hamilton and Northwestern Railway Company, I have during the present month made a series of examinations and instrumental surveys for the purpose of ascertaining the practicability as to time and cost of construction of taking your Railway by a westerly route through the City of Hamilton and thence to Wellington Square as compared with the time and cost of construction of the easterly route via Burlington Beach to the same place.

On the 4th inst., accompanied by your Chief Engineer, I went over the ground and examined the location of two lines of survey, leaving the City of Hamilton respectively by westerly and easterly routes, being those referred to in his reports dated the 1st and 2nd insts. I was also shown a plan, profiles and report of Messrs. Stanton and Franks, Civil Engineers, dated October, 1875, and addressed to a Committee appointed by the Town of Dundas. The profiles I found imperfect, as they embraced only small portions of the lines indicated on the plan, and, as the report states, there was not sufficient data given from instrumental surveys on which to base any quantities or figures for calculation as to actual cost, grades, curves, time of construction and other details. Therefore, as the lines shown on the plan were spoken of in the report as being practicable and not costly, I decided then, and on subsequent visits on having instrumental surveys made of the several westerly routes advocated by Messrs. Stanton & Franks, as well as by Messrs. Griffin, Mitchell and others who were impressed with the desirability of having a westerly outlet.

The surveys of the several lines have been completed following the routes indicated as closely as the requirements of the necessary grading and curvature would permit.

A general plan has been prepared on which all the lines surveyed are shown as far as the G. W. B. E. at Wellington Square, which is the objective point to be obtained by each. Profiles have been made for each line separately.

The surveys embrace the following lines:

1. The located line on the Easterly route via the Beach, crossing Burlington Canal.
2. The Westerly route marked line A via the Desjardins Canal high level thence to Wellington Square.
3. The same line with a change of route in the city of Hamilton marked B connection.
4. The Westerly route marked B line via the Desjardins Canal low level and Carroll's Point, thence to Wellington Square.
5. The same line B with a change of route marked A connection from near the Desjardins Canal to Wellington Square.

In connection with the lines following the Westerly route through Hamilton the following subjects are points of much importance.

1. The cost of right of way in the city as affecting the whole cost of construction.
- 2nd. The interference with the surface of streets at the railway crossings when not on the level of the street grades.
- 3rd. The interference from the same cause with the gas or water pipes and sewers by deep cutting.

I have gone over the lines, respectively, and submit the following brief report on each, accompanied by estimates of the cost of construction based on similarity of widths, slopes, structures, and cost of details where practicable.

- 1.—THE LOCATED LINE ON THE EASTERLY ROUTE, VIA THE BEACH CROSSING BURLINGTON

thence it crosses the main track of the Great Western Railway by an over-bridge, and the old channel of the Dundas marsh by a trestle bridge, alongside that of the Great Western on the Toronto branch, and takes a parallel line with that railway to the common point of these surveys at Wellington Square station.

With regard to location, this is undoubtedly the best of the lines having a westerly outlet from Hamilton, and is the least costly with one exception, that being an alteration or what is shown on the plan as "B connection," of which I shall write after dealing with this line.

The grades of this line commencing at the Hamilton terminus will give the following results:

Grades on the level in all equal 2.5 miles.  
" from 6.96 to 15.84 per mile " 2.34  
" of 41.12 per mile equal " 1.17  
" from 38.96 to 41.87 p. m., equal 2.20 "

Length of line..... 8.21 miles.

The steep grades of 41.87 commencing at the Hamilton terminus has a length of 1.65 miles, but according as it does from that point, would be a descending grade ready for the heavy traffic from the north. It is however objectionable to have such a grade crossing the streets of the city where trains should not pass at a faster rate than four miles an hour.

Several of the embankments and cuttings on this line are heavier than any on the easterly line, but on the whole the earthworks are lighter than on any of the other westerly lines examined by me. The greatest height of embankment is 38 feet, and the greatest depth of cutting would be eighteen feet.

The bridging would embrace the following works: 350 feet lineal of Howe truss bridging 108 feet above water surface of the Desjardins Canal; 730 feet of trestle bridging, 83 feet high across the old channel, from the Dundas Marsh; 90 feet of trestle bridge 30 feet high, and 100 feet of similar structure 20 feet in height.

In the city of Hamilton, the railway would pass over Caroline street by a bridge. All the other streets crossed would be passed on a level, and the following alterations of street grades would be necessary to meet the grade required by the railway:

Streets to be raised at crossings: Cannon street 2 ft.; Elgin street 2 ft.; Mary street 0.50 ft.; John street 2 ft.; Hughson street 1 ft.; Locomotive street 2.50 ft.; Maill street 4 ft.; Crook street 5 ft.; Locke street 7 ft., and Ingham street 8.50 ft.

Streets to be covered at crossings: James Street, 3.50 feet; Macnab Street, 3 feet; Park Street, 4.50 feet; Bay Street, 4.50 feet; Railway Street, 1.50 feet; Hess Street, 1 foot; Catharine Street would be the only one crossed without any alteration of the surface.

The water pipes are laid 5 feet below the surface on the streets and the gas pipes from 2 to 4 feet; therefore these pipes would have to be altered in level in each of the streets where the grades would be lowered so as to keep them the proper depth under the altered surfaces.

The alteration of the grades on most of the streets named would be very objectionable to the interests of the city, and the crossing of the streets by trains would undoubtedly be objectionable.

The estimated cost of this line, marked A. on the plan, is as follows:—

Estimated cost of right of way .....	\$341,100 00
construction .....	151,170 00
	\$492,270 00

It will be seen, on a comparison of the cost of this line with that of the easterly route, that the actual cost of construction differs but little in each, the great difference in the total cost of each line being caused by the value of the right of way and land damages, which, on line A., are estimated at \$320,000 more than on the easterly route.

The advantages in connection with line A. would be its being two miles shorter than the easterly route by the Beach, and the avoidance of a swing bridge.

The disadvantages would be the very largely increased cost and the very objectionable feature of crossing so many of the streets of Hamilton on the level and with altered surfaces.

2nd.—THE WESTERLY ROUTE MARKED LINE "A" ON THE PLAN WITH "B" CONNECTION.

This line is identical with that marked A throughout its course from Dundurn to the track of the Hamilton & Lake Erie Railway, near Catharine and Liberty streets. The length of line is increased about 2,000 feet by this alteration; but the grades are somewhat more favorable and the cost of right of way is largely reduced making this route, that is line A with B connection, the

THE  
MOLESWORTH  
REPORT

1/4

HS 2 JUN 1876



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**DAONA**

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Quebec.

Full of 14 months' business to 31st Dec. 1875:

Capital	\$5,000,000
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do	200,000
Deposits, (Fire)	50,000
do. (Life)	50,000

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Total Assets  
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The... of all descriptions of  
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**EDWARD HILTON,**  
Agent.

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MAN, M. P. - - - PRESIDENT  
1876. - - - SECRETARY

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simple interest, payable at the end  
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balance of principal unpaid from  
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a 10% for any part of principal at  
without notice or extra charge.  
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**HENRY WHATELEY,**  
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Patents bought and sold.  
at 1000, Dame St. Montreal.  
Dec. 7, 1875.

**CANAL.**  
The location of this survey commences at the line of the Hamilton and Lake Erie railway, in the city of Hamilton, at a point a little south of Barton street, to which it is parallel for a length of about two miles, then, with a 2 degree curve, it crosses the line of that street, and about 1800 feet from the end of the curve crosses the Great Western railway obliquely with a straight line on the level. The grades of the projected line being level, approaching the Great Western by crossing from the city and descending 24.8 feet per mile after passing that railway for a distance of about half a mile—the straight line being continued to a point four miles from its terminus in Hamilton, then turns and passes over Burlington Beach. It will cross the canal with a swing bridge, having a clear span of 156 feet, the channel between the piers being 146 feet in width. The centre line of the railway and site of the Swing Bridge at the Canal is located 1,536 feet from the outer end of the light house pier at the entrance from Lake Ontario, and 1,160 feet from the end of the same pier in Burlington Bay.

Passing from the Beach with an ascending grade of 41.71 feet per mile, the line crosses on the level, the Toronto Branch of the Great Western Railway at the Wellington Square station, the common point of terminus of each of the surveys referred to in this report.

The grades on this line commencing at the Hamilton terminus give the following results:  
Grades on the level in all equal..... 34 miles.  
Grades from 8.06 to 11.19 per mile..... 81  
equal..... 81  
Grades from 23.76 to 27.45 per mile..... 81  
equal..... 81  
One grade of 41.71 per mile equal..... 11  
Length of line about..... 101

The one steep grade of 41.71 per mile, descends from the Wellington Square crossing of the Great Western Railway to the Burlington Beach, and is therefore in a favorable direction for the conveyance of heavy traffic, which will all pass from north to south.

The embankments and cuttings are light throughout, the greatest height of embankment being 15 feet, and the greatest depth of cutting under 7 feet.

The bridging with the exception of the swing bridge at the Burlington Canal is light, consisting of pile trestle bridging having a total length of 660 lineal feet, and a height not exceeding 20 feet above the surface of the ground in which the piles are to be driven.

The curves on B connection would be as follows:  
1. Curve of 4 degrees at the Hamilton and Lake Erie connection.  
2. Curve of 2 degrees and 1 curve of one degree at A line.

The embankments and cuttings would not be heavy on this deviation, the greatest height of embankment being 7 feet, and greatest depth of cutting 17 feet; but several of these would interfere seriously with the grades of the streets at the railway crossings, and the following alterations of street grades would be necessary to meet the grades required for the railway:

**STREETS TO BE RAISED AT CROSSINGS.**  
Walnut street, 3 ft; Catharine, 6.50 ft; John, 5 ft; Hughson, 5 ft; James, 1.50 ft; Maiden Lane, 1 ft; Bay and Main streets, 2 ft; Pearl 7 ft; George, 1 ft; Lock, 3 ft; Margaret, 0.50 ft; King, 1 ft; Sophia, 3.50 ft.

**STREETS TO BE LOWERED AT CROSSINGS.**  
Macnab, 7.50 ft; Park, 0.50; Bay, 2 ft; Bold, 2 ft; Caroline, 3.80 ft; Hunter, 6.50 ft; Walter, 5 ft; Florence, 5.50 ft; Tom, 9 ft; Dundurn, 11 ft; Jones, 10.50 ft; York, 1 ft; and O'Reilly, Hess, Queen and Head streets would be crossed on the level without any alteration of their present grades. The gas and water pipes would all be interfered with in lowering the grades of the streets named, and would have to be laid at greater depths.

By comparison it will be seen that the street crossings with altered grades would be much more objectionable to the interests of the city on this line than on line A itself, and the difference in cost would not, in my opinion, compensate the city for the additional damage done.

The estimated cost of line A, with B connection, is as follows:  
Approximate estimated cost of right of way..... \$237,800  
Approximate estimated cost of construction..... 159,780  
Total..... \$397,580

4.—THE WESTERLY ROUTE MARKED B LINE, VIA THE DESJARDINS' CANAL LOW LEVEL AND CARROLL'S POINT, THENCE TO WELLINGTON SQUARE.

The survey of this line is partly on a route advocated by Messrs. Staunton & Franks, and others, and was selected by me for examination as being the most desirable of the lines referred to in the report of Messrs. Staunton & Franks, but for which, as I before mentioned, no sufficient data were given on which to base any idea of cost.

This line commences at the Hamilton and Lake Erie track on Cherry street, near Catharine street, and thence westerly, enters a ravine near Lock street, which it follows more or less to the marsh; thence it passes under the Great Western Railway at the southerly side of the Desjardins' Canal and across the Bay to Carroll's Point, whence it follows the bank to the top, about 12 in the broken front lots of East Flamboro', and from thence takes a straight line to Wellington Square.

The grades on this line, commencing at the Hamilton terminus, give the following result:  
Grades on the level in all equal..... 1 mile.  
" from 10 to 17.5 per mile..... 3.87  
" of 30 feet per mile..... 2.52  
" from 47.71 to 45 per mile..... 2.76  
Length of line about..... 9.65 miles.

The elevations and formations in cuttings and embankments on this route would be heavy, the greatest depth of cuttings being 45 feet, and highest embankments being 63 feet. The quantities in excavations on this line, as compared with those on the "easterly routes" and "line marked A," are as follows:  
Easterly line, via Burlington Beach, excavations..... 99,415  
Line marked A, via Desjardins high level..... 172,769  
Line marked B, via Desjardins low level 639,942  
Of the latter quantity, 96,000 is estimated to be natural concrete gravel, and therefore costly in excavation in comparison with ordinary earthwork.

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MILLS WORTH  
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HS 2 JUN 1876  
6/2/1876  
[Continued on Second Page.]



## SPECTATOR, FRIDAY EVENING, JUNE 2, 1876.

Canadian money leaves for England to-day in persons of Mr. Blake and his private secretary.

And now the Dundas Banner deprecates criticism of Cauchon. O! Beverly school houses and Ancestor picnic grounds, where's thy glory now?

Let us sing—"Bi-too! ri-too! ri-too-rallor la!"—Dundas Banner.

Did you ever? Prohibition would prevent such displays.

The Journal says that the St. Catharines folk find the cemetery a very pleasant resort. We are glad those of them who have gone there like it, but how does the Journal know?

The Mail's Philadelphia correspondent seems to take a fendish delight in writing about everything but the Exhibition. His latest discovery is a man with catarrh in his head. Needn't have gone to the Quaker City for that.

A contemporary says: "The Reeve of Watford has laid upon our table an immense egg, measuring 8½ inches in circumference." Few Reeves can accomplish a feat like this. —London Advertiser.

We hope it is not irreverent to remark that the failure to obtain that egg will prove a great disadvantage to the Dundas Banner man.

TROTTER, the ex-parliamentary page who is lying under sentence of death in New York, and who has confessed that he shot McGee, is in Toronto, and is not under sentence of death—if we except the moral sentence pronounced in the name of Adam—did not confess that he shot McGee, did not shoot McGee, and is as mad as a hornet over the story, which originated in either malignant malice or dictio sport. It was a good item, though. We stand by that. One of those double-barrelled ones suited to the dull season, which you can publish one day and contradict the next.

"The Halifax Reporter, a Tory organ, states that the country had to pay \$28,000 or the Governor-General's fancy ball. Lord Dufferin pays for his own entertainments, and the Hamilton Times is right when it speaks of this story as both an undiluted falsehood and a coarse insult to Lord Dufferin, whom it charges with palming off as his own hospitable entertainment one that the country had to pay for."—London Advertiser.

There was a time when these courtly organs abused His Excellency in good old terms, but, waiving that, is not the conclusion of the above paragraph a little rough on our Hughson street neighbor? Excessive loyalty is so novel an experience to the London scribe that he is unable to employ intelligible Queen's English when speaking of the Queen's representative.

Here we have been laughing at "Dynamite Nosses's" skirmishing scheme as an amusing fraud upon the credulous mongst his countrymen, whereas it seems that it does mean something. As one of the British Commissioners was all the streets of Philadelphia the other day he met an Irishman who knocked him down, without exchanging word. Being politely asked by a police magistrate to explain his conduct, the Irishman remarked that he had no ill feeling against the Commissioner. In pulling his unoffending person he felt that he was "striking at the British

## HAMILTON AND NORTH WESTERN.

(Continued from First Page.)

In crossing that part of the bay between the Desjardins Canal and Carroll's Point trestle bridging 1200 feet in length would be required, in addition to a swing bridge for the use of the Canal with two sixty feet openings.

The bottom of the Bay for about 800 feet in length on the line of survey is formed of soft mud, and it is thirty feet from the surface of the water to solid material fit for holding piles, and, as the trestle work would be ten feet above water surface, the piles would require to be forty feet in length above holding ground, and could not be traced between that and the surface of the water.

Other bridging required would be used in passing under certain streets in Hamilton.

The cost of right of way is less by this route than by line "A," but the large excavations and the tunnelling make the whole cost of the line greater.

The following streets would be crossed under by a tunnel: Hughson, James, Macnabb, Park, Bay, Caroline and Hess.

Streets passed under by bridging, without altering street grades, would be: John, Queen, Bold, Bay and Lock.

Catharine and Pearl Streets would also be crossed under, but with some alteration of grade.

O'Reilly Street would have to be lowered 2.5 feet at the railway crossing, and Walnut Street 7 feet.

The water and gas pipes, as well as the sewers, on many of the streets crossed, would require alteration in connection with the cuttings and tunnelling.

The high ground requiring so much deep cutting and tunnelling, on the whole, makes this line out of the city less objectionable in crossing the streets than the B connection of line A, which, however, is much the cheaper line.

The estimated cost of this line, marked B on the plan, is as follows:

Approximate estimated cost of right of way ..... \$121,940  
Approximate estimated cost of construction ..... 428,228  
\$550,168

The objections to this line are as follows:

1. The excessive cost over the others.
2. The difficulty of constructing and maintaining permanent bridge works across the Bay, between Desjardins' canal and Carroll's point.
3. The interference with streets and city property.
4. The time required for construction which could not be less than two years, in taking out the deep cuttings and tunnelling, and most probably would extend over three years.
5. The interference with the gas and water pipes and sewerage system of the city of Hamilton.

5—THE WESTERLY ROUTE MARKED B, WITH A CONNECTION, VIA DESJARDINS' CANAL AND WATERDOWN, THENCE TO WELLINGTON SQUARE.

This line has been strongly advocated by Messrs. Stanton & Franks in their report to the Dundas Committee, but without giving any reliable survey or details on which the cost could be based, and as Mr. Griffin and others desired its examination, I decided on an instrumental survey, which has been completed, so as to give approximate results. The line takes the same course out of Hamilton and as far as the Desjardins Canal, as line B, but it there diverges, crosses the Canal inside the marsh, passes under the Great Western Railway, thence across the Bay, and rising through a series of ravines and along side hills, at times the level of the Toronto branch of the Great Western near Waterdown station; from thence it keeps parallel to that railway to Wellington Square station, where it attains the same point as all the other surveys mentioned.

This line will therefore, be identical with line B, from Cherry street, Hamilton, to the Desjardins Canal. From thence to Waterdown it takes a different course from any of the other surveys.

From Waterdown Station the ground traversed is similar to that of line marked A. Between the Canal and Waterdown Station there is one long grade of 53 feet to the mile for a length of 1.75 miles, and between the

track, for the additional distance between Catherine and Cannon streets.

I am therefore of opinion, that line A as originally located is the best westerly outlet that could be obtained for the railway leading out of Hamilton.

The point at issue between the merits of the relative routes of the Easterly and Westerly lines, therefore resolves itself into a comparison between the Easterly line by the Beach, and line A via the Desjardins Canal. Both lines are well located and could be constructed without any serious engineering difficulties or difference in time of completion, but line A would be much more costly and would interfere considerably with the grades of several of the leading streets of Hamilton.

The cost of each line, inclusive of right of way, is estimated as follows:

The Easterly Line via Burlington Beach	\$183,919
The Westerly Line A via Desjardins Canal	492,470
The difference of cost being	308,551

in favor of the Easterly route.

In regard to the crossing of the Burlington Canal by the line following the easterly route, I have examined the site of the proposed swing bridge. It is, as I before stated, 1530 feet northwards from the outer end of the lighthouse pier in Lake Ontario, and 1,160 feet from the entrance to the canal from Burlington Bay. The railway bridge when constructed would by the ordinary rule of highways in such cases, be always open except when closed across the channel for the passage of trains and all vessels approaching the bridge or passing through the canal would have the right of way. I cannot see, therefore, that a swing bridge located so far from the entrance of the canal and subject to such rules could in any way be a detriment to the navigation between Lake Ontario and Hamilton; and taking all the circumstances affecting the location of the several lines, viz., street crossings, grades, curvings, cuttings, embankments, and bridging, as well as the important item of cost, I am of opinion that the line located by the easterly route, via Burlington Beach, is the best in all respects that can be adopted by the Hamilton and North Western Railway Company.

I have the honor to remain,  
Your obedient servant,  
(Signed) T. N. MOLESWORTH,  
Engineer of Public Works, Ontario.

## A Pretender's Crime Exposed.

DETECTION AND FLIGHT OF AN AUSTRIAN FORGER, CLAIMING TO BE COMMISSIONED TO THE CENTENNIAL.

On Saturday, April 30th, a carriage was driven up to the Westminster Hotel, corner of Irving place and Sixteenth street, and a man evidently a foreigner and of fine appearance, entered the hotel and registered his name as "Baron Semooskoy, Budah, Peath." He had three large trunks and a valise, was elegantly dressed, wore costly diamonds in his shirt front, and appeared like a man of wealth and prominence. His face was peculiar, his features were sharp, there was a slight depression at the bridge of the nose, and his forehead was full and protruding. He wore side whiskers, his hair was gray, and he seemed to be more than 50 years of age. He was taken to room 35, where he lived in a sumptuous manner for about ten days. He appeared to have plenty of money, and made many friends by his gentlemanly behavior and liberality. Some who became most intimate with him he told in confidence that he was sent to this country to represent the Austrian government at the Centennial Exhibition.

Just before the opening of the exhibition "Baron Semooskoy" packed up his trunks and started for Philadelphia, as he stated, to take part in the opening exercises. On May 16 he returned to the Westminster hotel, but without any baggage except a small handbag. He registered himself as "Baron Semooskoy, Hungary." He was assigned to room No. 38, but only remained to dinner and over one night. Soon after his return to this city he called at the police central office and informed Superintendent Walling that he had been robbed of his baggage while on his way to Philadelphia. He stated that he had met a beautiful woman on the train, and had chatted freely with her during the journey. He believed that she had learned by his conversation of the valuable contents of his trunks.

THE  
MOLESWORTH  
REPORT

3/4

HS 2 JUN 1876

## New Advertisements.

I. O. G. T.

A FULL ATTENDANCE OF  
MEMBERS OF

Hamilton Temple, No. 9,

Is requested this evening,  
to make arrangements for  
the funeral of SISTER  
LA WLESS, members of  
Sister Lodges earnestly in-  
vited.  
E. WILL VAUGHAN, W.C.T.

## COURT OF CHANCERY!

THE COURT OF CHANCERY WILL  
resume its sittings in the Court House,  
City of Hamilton, on

TUESDAY, THE 6th INSTANT,

AT 9 O'CLOCK A.M.

Of which all parties concerned are hereby re-  
quired to take notice.

SHERIFF'S OFFICE, ARTH. MACKELLAR, Sheriff,  
Hamilton June 1, 1876.

## PARTNERSHIP NOTICE!

THE PARTNERSHIP HERETOFORE  
existing between Alexander Harvey, John  
Stuart, and Thomas H. MacPherson under the  
name and style of Harvey, Stuart & Co., has  
expired by effluxion of time.

Mr. Harvey having retired from the above  
firm, the business will be carried on as hereto-  
fore by the remaining partners John Stuart  
and Thomas MacPherson, under the name and  
style of

STUART & MACPHERSON

by whom all liabilities will be discharged, and  
to whom all debts due to the late firm are to  
be paid.

Dated at Hamilton, on this 31st day of May,  
A. D. 1876.

Witness—  
ALEX. HARVEY,  
JOHN STUART,  
WALTER E. MACDONALD, T.H. MACPHERSON,  
June 1st, 1876.

## Advertisement for Creditors.

PURSUANT TO A DECREE OF THE  
Court of Chancery, made in the matter  
of the estate of James Bates, and in a cause  
Bates et al vs. Bates et al.

The Creditors of James Bates

late of the Township of Glanville, in the County  
of Wentworth, who died in or about the  
month of September, 1873, are, on or before the  
fourteenth day of June, 1876, to send by post pre-  
paid, to Messrs. Robertson & Wardell, of the  
City of Hamilton, in the County of Went-  
worth, the Solicitors of the Defendant, James  
B. Bates, administrator with the will annexed  
of the said James Bates, their christian and  
surnames, addresses and descriptions, the full  
particulars of their claims, a statement of their  
accounts and the nature of the securities, (if  
any) held by them, or in default thereof they  
will be excluded from the benefit of the said  
decree.

Every Creditor holding any security is to  
produce the same before me at my Chambers

MECHA

FRIDAY EV

W. H. BRENT,

Second night of

Miss A

Supported by th

MR. J

AND T

THIS Evening w

LEAH, T

LEAH,

To conclude w

THE QU

Admission 25 c  
seats at Lancet's  
d128-41

13th Batt.

THE THIRD

the Concerts  
the 13th Batt. in

DRI

In aid of the Bar

FRIDAY E

AT 1

Tickets for whol  
to be had of Mr.  
any of the Officers  
Admission  
May 29th, 1876.

2nd

CITY OF

COURT C

NOTICE IS H

the Court of

ing and deciding o

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will hold its sittings

Ward No. 3 Thurs



Now a vengeance, and : spoiling a man's picture. That a pity it is that Perrault's French extraction preserves him from having the siege of Limerick pounded out on his body.

He would be a queer Irishman who would not have relatives galore at home, and who could not say with the homesick emigrant: "Half the townland was me cousin." So it appears that although A. T. Stewart had no family of his own he was the offshoot of a prolific

THE  
HOLESWORTH  
REPORT

4/4

HS 2 JUN  
1876

Mr. Malcolm Cameron did not take an active part in the public affairs of Canada. Entering Parliament for the first time in 1836, he has ever since been more of less prominently before the public during all the political changes and vicissitudes which this country has since then experienced. This is not the time or place to discuss his political record, or to inquire how far he succeeded or failed in his ambition as a public man. As a private individual he will be regretted on all sides, while the members of temperance associations in particular will miss his familiar figure from the place in which they were wont to regard him as one of their most powerful representatives.

**EUREKA!** It is found—the cause of the increase of crime. It ain't the hard times, nor the consumption of liquor, nor yet the promiscuous distribution of commutations to red-handed murderers. Superficial observers have been led to suppose that one or all of these causes lay at the bottom of that reckless disregard for law and order which has shocked the moral sensibilities of the country for months past, but the fat-witted philosopher of the St. Thomas *Home* Journal dives deeper into the causes of things, and seriously declares it to be mainly attributable to "the perversion and wickedness of the Conservative newspapers." It were gross flattery to write down the author of such a statement as an ass. And yet this is the kind of stuff that innocent Reformers in the country are fed upon.

#### § A PAUPER'S PROPHECY. 11

Nearly half a century ago, a woman by the name of Loomis, living in the town of Pawlet, Vt., was compelled to ask relief from the town which was refused. She finally became a charge upon the town, and she then made a vow that the town of Pawlet should not be without a pauper for fifty years. She will be one hundred years old in October, 1876, and the fifty years will expire some time next winter. She has had offers of marriage during her dependence, but her answer always was, "I would not swap the town of Pawlet for the best man living." The town house, where she now resides, is over a mile from Pawlet village. Last fall she made her annual visit to the village on foot.

The pile bridging required for this line across the Bay would be over 1,600 feet in length, the whole of which would have to seek a firm bottom for piling at 40 feet below the top of the structure, and 30 feet below the surface of the water, and the bridging would therefore be in a more objectionable position for durability than that on line B across to Carroll's Point. With this exception and that of the 53 feet grade, the rest of the line is an improvement on line B; but there are still all the serious objections to its location that I have mentioned in connection with line B, with regard to the route through the city, the heavy excavations and the time required to do the work.

The estimated cost of line B with A connection via Waterdown station is as follows:  
Approximate estimated cost of right of way..... \$113,830  
Approximate estimated construction..... \$10,884  
Total..... \$624,064

The length of this line from Cherry street in Hamilton to Wellington Square station on the Great Western Railway is 9.87 miles.

#### COMPARISON OF RESULTS.

Having pointed out the chief points in connection with the survey of each of the routes shown on the plans, I will now briefly state my opinion of the merits or demerits of each one, and in the same connection I wish to state that I have not considered the possibility of any arrangement being made with the Great Western Railway Company for passing over that line or laying a separate track therebetween between Hamilton and Wellington Square, or even inflicting in any way on that Company's property, except at the actual points of contact in crossing, for the reason that, without imputing any hostile feeling on the part of that Company, I think it would be unfair to expect it to give an absolute right of way, in perpetuity, to any other railway to make use of so costly a portion of the Great Western railway system for any equivalent, without some understanding that the other Railway Company would always work in harmony with that Company—an understanding which I have presumed that, as an independent line, the Hamilton and North Western Railway Company would not be prepared to give.

In making a comparison of the several lines examined which I am of opinion, cover all the available ground for either easterly or westerly lines without infringing on the Great Western Railway Company's property, I may at once dismiss line B and line B with A connecting for the following reasons:

- 1st. The heavy cost of the works.
- 2nd. The unsatisfactory character of the bridging across the Bay between Desjardins' Canal and the opposite shore, in one case 1,300 and in the other 1,600 feet in length.
- 3rd. The interference with streets and city property in Hamilton, including the gas, water and sewerage system.
- 4th. The time required for the construction of the works which would defer the period for the opening of the line to Georgetown far beyond that agreed upon in the contract entered into by the company and as fixed in the By-laws granting aid thereto.

With reference to the two lines viz: that marked line A and that shown as line A with B connection, their relative cost stands as follows:

Total estimate cost of line A..... \$492,470.  
Estimate cost of A with B connection 587,880.  
Difference of cost..... \$94,710.

These lines are nearly the same length, the latter being about 2,000 feet longer than line A, as originally located and both are nearly 2 miles shorter than the easterly route by the Beach to the common point at the Wellington Square station of the Great Western Railway, but as one of the By-laws granting aid to the Railway provides that a station shall be located at the village of Wellington Square, the two former lines would have to be lengthened by a switch track to that place, and consequently, the length of track run over by trains between Hamilton and the common point, inclusive of this switch referred to, would be about the same.

It will be seen that line A with B connection is less costly than line A itself, but there are serious objections to adopting the deviation B, on the ground of interference with the streets and city property of Hamilton, as pointed out in connection with that line, and in the fact that the point of junction with the Hamilton & Lake Erie Railway track at Cherry street near Catherine street, is a most inconvenient one for obtaining yard room or depot grounds, and therefore, the Hamilton traffic and that intended for shipment from that Port, would all have to pass over the Hamilton & Lake Erie Railway

been stoleh, and he had nothing to prove to the Austrian consul-general that he was duly appointed to represent the Austrian government at the Centennial. Detective Elder was detailed to investigate the case, and it was not suspected the story was not true in every detail.

As the detective proceeded in his work a doubt grew in his mind whether the baron was all that he claimed to be. The baron had given him the tags of the trunks, but he could find no clue to them. Up to this point the case is reasonably clear, but as detective Elder, who has all the evidence in his possession, refused to give any information on the subject, there are only rumors in regard to the disappearance of the baron. The police authorities admit that the baron is a pretender and an escaped criminal, who endeavored to make people believe that he was commissioned from Austria to the Centennial, but they refuse to state what his claims have been. It is reported, however, that he has many aliases, and has been a notorious criminal in Europe. One report is that, while in the confidence of the Austrian embassy in St. Petersburg, he secured half a million rubles by a successful forgery, and with this money escaped to this country, assuming his pretended title and position to deceive the authorities and render himself safe from capture. Another report is that he was an escaped convict, who, with others, had planned to defraud exhibitors by representing that he bore a commission from Austria. The former story is most generally credited.

The Austrian consul in New York communicated with the Austrian government and learned that the man's arrest was very desirable. This fact in some manner came to the knowledge of the pretended baron, and he fled before he could be arrested. It was reported that he went to a small hotel in Dey street, but careful investigation shows that no person answering to the description of him has lodged at any hotel or boarding place in that part of the city. It was also reported that the trunks were taken from Jersey City to the Adams express office and shipped to New Orleans, but examination of the books and bills of lading of the Express company fail to show that this is true.—N.Y. Tribune.

—The Ottawa Licensed Victuallers' Association have decided to take legal proceedings against city clubs for allowing liquor to be sold to friends of the members.

—The St. John Board of Trade has passed a resolution that the Canadian Government should use any constitutional means it may have to prevent our vessels being affected by the Merchant Shipping Bill.

DR. W. L. SMITH, 72 James Street South,  
Physician, Surgeon, &c., M. D., Graduate  
of Ohio Hospital College, and Licen-  
tiate of Canada.

Office Hours.—10 a.m., to 4 p.m.; 7 to 9 p.m.  
Special Surgery for the treatment  
and cure of CANCER, TUMORS, etc., and every  
variety of Malignant and chronic disease.  
72 James St. South, Hamilton, Consultation  
free.

March 20, 1876. d67-1f

Rememthold (or Fines) are permanently  
cured by Mathieu's Pile Ointment, or money  
refunded. Price \$1 per Pot, or 4 Pots for \$5.  
Sold wholesale and retail by the Wingate  
Chemical Company, Montreal, and retail by  
all druggists, or will be forwarded to any ad-  
dress receipt of price by Dr. E. Mathieu,  
88 Notre Dame Street, Montreal.  
February, 1875 d81-1y2aw

#### New Advertisements.

**WANTED.—A SINGLE MAN TO TAKE**  
care of horses, and make himself use-  
ful. Apply to  
R. H. WADDELL. d126-1f

**Groceries, Wines, & Liquors.**

**PARTIES WISHING GOOD CHEAP**  
Teas, Sugars, Wines, Liquors, should call at  
**T. MACKAY'S,**

**NO. 7 MARKET SQUARE:**  
before purchasing elsewhere.

June 2, 1876. d129-2f

**WE HEREBY AGREE TO CLOSE OUR**  
Several Dental Offices on  
**each and every Friday**

between this and the 1st September next, at  
1 p.m., and to do no work on those said after-  
noons. Signed,  
O. B. GUTHRIE, D. BROWN,  
J. G. SINGLAIN, J. A. BOGART,  
R. J. RICHARD, S. J. SOVEREIGN,  
JAN. EASTROD,  
Hamilton, June 1st, 1876. d129-2f

dated this 22nd day of May, 1876  
M. O'REILLY,  
Master at Hamilton.  
d20-27, 2 & 9 w 20 24

#### STEAMER TRANSIT,



**WILL LEAVE FOR THE**  
**BRANT HOUSE**

**WELLINGTON SQUARE,**  
—AT—

10 A. M. and 2 P. M. Returning at 11 A. M.  
and 5 P. M.

UNTIL FURTHER NOTICE.

W. J. CALDWELL.  
June 3rd, 1876. d128-1f



**TO THE BEACH**  
**THE FAVORITE**

**STEAMER FLORENCE**

WILL UNTIL FURTHER NOTICE

Leave Hamilton—at 10 00 a.m. and 2 p.m.

Leave Beach—at 11 30 a.m. and 4 45 p.m.

May 26th, 1876. d113-1f

#### MILK.

**FARMER'S DAIRY COMPANY.**



**WE SHIP OUR MILK BY**  
train from the BEST DAIRY FARMS  
in Ontario, in Canada made especially to order,  
with the latest improvements to secure

**SWEETNESS,**

And under such management as will ensure  
**CLEANLINESS!**

Orders left at  
**54 James and 70 Vine Streets**

or sent in with our drivers will be  
promptly attended to.

No notice required for extra milk, and de-  
livered at the door, instead of going out to the  
wagon if our Customers wish.

W. G. WALTON, Supt.

Office—54 James Street.

#### Tenders Wanted.

#### Notice to Contractors.

**TENDERS ARE REQUIRED FOR THE**  
erection of a Brick House in the village  
of Grimsby, on or before the

**8TH OF JUNE NEXT**

The lowest tender not necessarily accepted.  
Plans and specifications may be seen at the  
office of THOMSON & BROWN, P. L. Sur-  
veyors and Architects, over Stinson's Bank,  
James St.  
May 24, 1876. d128-6f

#### To Let.

**Warehouse to Lease!**

**THAT CENTRAL COMMODIOUS STONE**  
building, near the Court-house Square,  
known as Bigelow's Warehouse—300 ft. by 50  
two storeys high, and a well-lighted basement,  
two hoisting cranes, and two large fire-proof  
vaults—could easily be adapted for factory  
purpose.  
Short or long leases would be granted for an  
or a portion thereof. Apply to  
J. H. BENNETT,  
Warehouseman.



of D. Kolery, post-office clerk at Bondout, was denied, and prisoner sentenced to eighteen months in State Prison.

## SPECIAL TELEGRAMS.

### OTTAWA.

OTTAWA, June 2.—The Railway Committee of the Privy Council met to-day at eleven o'clock to consider objections to application of the Hamilton and North West Railway Company, for permission to build a bridge across the Burlington Canal. Present—Hons. Mackenzie, Scott, Smith and Letellier. Messrs. Page, Trudell and Buckingham were in attendance on the Committee. Mr. Buckingham invited the parties interested to come before the Committee. Mr. Williams introduced other gentlemen to the Premier. There appeared for the Company's application, Messrs. Williams and McKeown; against, Messrs. Osler, Mitchell, Griffin and Lather.

Hon. Mr. Mackenzie briefly explained the situation of the question as affected by Act or Parliament. Application had been made by the Company for the bridge. Protest had been entered against granting power by Rosach and Mitchell. The Government had given the necessary notice of this meeting as provided for by law, and were now prepared to hear evidence. They would not be swayed by considerations outside those properly belonging to their duty. They would hear the parties in opposition to the bridge.

Mr. Osler spoke at great length. He opposed the bridge on public grounds. It should not be built except as a matter of absolute necessity. It would be against public interest and public safety. If any other route could be shown to be practicable whereby the city could be reached then this eastern route across the canal should not be followed. He was prepared to show there was another route: the western entrance, as it was called, which, though more expensive, would far better serve Hamilton. Several very serious accidents in Canada had arisen from swing bridges, and they occurred yearly in the United States. This consideration should sway the committee to have as few as possible. Another point was that this Company, by peculiar privilege in charter granted by the Ontario Legislature was really two Companies—construction company and running company. It is individuals composing the Construction Company who desire to bridge the canal. Other Directors, not members of the Construction Company, were strongly opposed to it. Mr. Rosach, Mayor, and another Director, are entirely against crossing the canal. He thought the views of the Mayor ought fairly be held to represent the views of the citizens of Hamilton.

Hon. Mr. Smith.—That is assuming that the city has an interest in the road? Mr. Osler.—The country within ten miles have no interest in the road across the Canal. By a western entrance they would be very greatly benefitted.

Hon. Mr. Scott.—What bonus did the County of Wentworth give?

Mr. Williams.—Not a cent. (Laughter.) Mr. Osler.—The county had never been asked.

Mr. Williams.—They repudiated the only railway appropriation they ever made.

Hon. Mr. Scott.—What bonus was given by the city?

Mr. Osler.—Two hundred thousand dollars under two by-laws.

Mr. Williams.—Conditional on crossing the Canal.

Mr. Osler.—Only conditional as to one, and that not fairly understood. The West end of the city was canvassed in its favor for a western entrance.

Hon. Mr. Scott (Reading from by-law).—The city by-law shows that it was evidently understood that in case the road did not cross the Canal no bonus would be granted.

Ald. Mitchell said.—As one who had assisted in framing the by-law, it was not then believed that any other entrance was practicable than that what could be found over the canal.

Mr. Osler continued.—If a Railway Company cannot face an understanding which would only involve an additional outlay of twenty thousand dollars, such Company should not be entrusted with a great work involving the interests of life and property. The Great Western Railway had given one hundred and twenty thousand dollars to close the Desjardins swing bridge and the proposed bridge at the Burlington Canal, being more than double the span would be still more dangerous. He contended that the western entrance served the city

Mr. McKenna said.—Mr. McKenna himself had brought up a resolution in the City Council to send a deputation to the Committee, but the resolution fell through for want of a seconded. The Council would not retain it.

Mr. Griffin appeared to represent Dundas and Waterdown. He spoke strongly in favour of the western entrance. The country around the north side of the city were united in opposition to a bridge across the Burlington Canal. He had been familiar with that part of the country during his whole life, and opposed crossing the Canal in the interests of the trade of Hamilton and neighborhood. It would be of material advantage to the city and country around to adopt the western entrance.

Mr. Williams.—Did the County of Westworth contribute anything towards the road? Mr. Griffin.—The County was never asked.

Mr. Williams.—Did it ever contribute a cent to any road? (Laughter.)

Mr. Griffin.—It was never asked. (Laughter.)

Mr. Williams.—No one ever supposed a new western entrance could be made to the city within the limits of the Company's means. He had been accused of favoring a western entrance if it could be procured on the Great Western property as an independent line. But he had been assured by the Directors that however courteous and kindly disposed the Great Western people were, this arrangement could not be effected. If Burlington Canal were not crossed the city bonus of \$100,000 and the Halton bonus of \$25,000 would both be forfeited. He thought it came with very bad grace from the gentlemen present to attempt to burk the whole thing, which was evidently designed.

Further discussion then ensued. Mr. Osler suggested a delay until the bridge superintendent, Mr. Bodwell, should report upon the effect of the bridge.

Hon. Mr. Mackenzie said that they had already the opinions of two of the heaviest shippers in favor of bridging the canal.

Mr. Osler said the estimates should be referred to the Departmental Engineer, and if found that the cost of the Western route exceeded the Eastern by \$50,000 or more he would accept the bridging of the canal as a necessity.

Mr. Williams protested against these delays, the only effect of which would be to defeat the whole enterprise.

He stated that the Company had receipts for 3,000 tons of iron which were in the hands of the Government; that the work was let from Hamilton to Georgetown, and only awaited the decision of the Government to be gone on with; that the Directors had invested in and became security for the sum of six hundred thousand dollars.

Mr. Osler next desired that the Wentworth County Council be consulted before deciding the question.

Mr. Williams.—They repudiated the payment of the only sum they ever voted for railways. (Laughter.)

Mr. Mackenzie said the County Council had no interest in the question except as a part of the general public. The trade of the city and neighboring villages might be affected, and that was for consideration by those who promoted the enterprise. It was for the Government to consider whether its effect would be injurious to public interests or endanger the safety of navigation. On this point the evidence of the captains already taken would be of importance.

Mr. Buckingham then read over the evidence of Captains Jackson, Lewis, Brown, H. White and Kent, all showing that the bridging of the canal would not endanger the safety of navigation.

After this some friendly passed. Mr. Williams and the other gentlemen thanked the Ministers for the patient hearing they had received, and then withdrew. Hon. Mr. Mackenzie said that the question would receive immediate attention, and the Railway would probably have a decision on Monday.

### DETROIT.

DETROIT, June 3, noon.—Up—Propellers Alpena and tow, Blanchard, St. Louis, Garden City, Staibus; schooner Sweepstakes, O. B. Allen.

Down—Propellers Idahoe, Sohneor, Manila, Saginaw and tow, Turner and tow, Ontonagon and tow, Geo King and tow, Starus, Wm Cowie, Empire State, Lady Franklin; schooners Geo Davis, Canon Lamb, E Bates, N Redington, Angus Smith, Merry Gleniffer, Ellsworth, Sal E Watson, Montmorency, Wm Home, Saveland, and Montana.

Wind, northeast.

REPORT ON APPEAR  
TO PRIVY COUNCIL RE  
BURLINGTON SWING BRIDGE  
(PARTIAL)

HS 3 JUN 1876

6/3/1876

What gives further signal article from which the ex taken is that it has been in circular form and external from Ottawa by letter. ly manifest that the m Times has named as the sents of imperial honors a whose behalf it is pleading tinations. Dr. Dawson, distinguished Scientist, scarcely expect to Huxley Tyndal or of whom have be with titles. Mr. i written some poetry w stamp of true poetic gen man of every five hund reading public of Cana The North British Review to him as the greatest Shakespeare, nor did it a great dramatist at all. criticism of his poetry i single passage as being Shakesperian than any been written since Sha But what then, Shakesp untitled to the grave, on terms of personal int Sovereign who fully genius. As for Mr. Griff the parade of his name for a title from the Crow to him as it would be to of good taste, who had n anything so preposterous is a subordinate officer in department, and so far a earned his salary by a dil ent discharge of his off as thousands of others a parts of the country; if claim to a title from article must have shared depression and became

It is not the slight gentlemen by their n royal favors which awak of this officially inspir the want of the Royal those "distinguished st voice it echoes, which clamors for "imperial we hope the "distinguish who are yearning for tified. It can't hurt anyt evidently be pleasing to have "taken the pet being forgotten this t hoped that Her Majesty to remember them ne titles they should have for serious deliberation, fully offer a suggestion the proper authorities right conclusion on that The ruling spirit of the George Brown—will, of the Duke of Big Pus may fittingly be honor of the Marquis of S President of the Council can be appropriately du to Heaven. Mr. Hunt well fitted with the Pyrites, and Mr. Scott, to propriety, may be Timber Limits. Th have the double advant ing some notable act in



## SPECIAL TELEGRAMS.

## HALIFAX.

## Shipping News.

HALIFAX, N. S., June 5.—The steamers south, from Portland, and the Albatross, Montreal, arrived this evening. The Albatross sailed for Charlottetown. The Albatross reports speaking to the battleship Belle Isle off the harbor today in a fog at an early rain here to-night.

## DETROIT.

DETROIT, June 6, noon.—Up—Propellers Jennings and tow, Milwaukee, Pacific, la, Gordon, Campbell and tow. Downers—D P Dobbins, C J Wells, den, King Fisher.

Down—Propellers—Wilson and Consort, site State and tow, Oswegatchie, Colum-  
booners—F A Georger, C Wells, Burt, rs A Vought, C C Barnes, B Mitchell, is Watertown, Ellen Pratt.  
and south—light.

## Centennial Notes.

The prize contest of the military bands take place on the 5th and 6th of

A large mosaic from the ruins of Carthage was uncovered in the Tunis Department Friday.

Lost children found on the grounds are right to the Police Headquarters in the Centennial Committee Building.

Nothing will be received for exhibition the 14th inst. except live stock, vegetables, fruits, plants and the like.

Letters delivered at the Centennial Post are during May, 79,744; papers, 36,589; cards collected, 77,777; papers, 21,387.

The times at the Centennial Grounds Sunday afternoon gave selections from piano, organ, and other church music.

A delegation of the head workmen of Fairbanks Scale Company has been sent to Philadelphia to study the machinery erected.

Cash admissions on Thursday last 23,374, from May 10 to May 31, inclusive, 37,029. Cash admissions on Decoration Day, 52,853.

Louis Henri, born in France in 1776, an old soldier under Napoleon I., attended Exposition on Friday. He now lives in Burlington, Vt.

Mr. Thomas returned to the leadership orchestra at the Woman's Centennial in Hall last evening. The music was of a local popular character.

The Massachusetts Press Association, numbering 144 editors and representatives of newspapers, many accompanied by their wives, reached Philadelphia on Friday. A dinner in their honor was given at the Exposition Hotel on Friday night.

The programme of ceremonies for the 10th of July has been announced. The day points are chimes, salutes, the reading of the Declaration by Richard Henry Lee, the oration by Wm. M. Evarts of New York, the poem by Bayard Taylor, with military parades and fireworks.

The result of the rivalry of the leading lines to the West is that the rates to Philadelphia have fallen below the diminished Centennial rates, so that a Western singer buying a regular ticket for Philadelphia can now get one at less than a few cents since the excursion ticket would have him.

The bell presented by Mr. Henry Sey to Philadelphia, to be placed in Independence Hall, will be in position to be rung for the first time on the Fourth of July. It weighs 10,000 pounds, counting 1,000 pounds for the original thirteen colonies. In the 17th century 50 pounds was taken from each of the following cannons: One gun captured from Burgoyne at Saratoga, one used at Gates at the battle of Bemis Heights, one from the Union Army, and one from Confederate forces at Gettysburg. The lining metal was from the mines of a 7 foot high, and measures 23½ feet in diameter. The clapper is polished, el-plated, and weighs 30½ pounds.

## The Spectator.

"Hearts resolved and hands prepared  
The blessings they enjoy to guard."

TUESDAY EVENING, JUNE 6th 1876.

## THE BRIDGE DIFFICULTY SETTLED.

Though the official notification has not been received at the hour of writing, we believe there is no longer a doubt that the railway committee of the Privy Council have decided to allow the Hamilton and North Western Railway to bridge the Burlington Canal. This was a foregone conclusion from the first, to all who chose to look at the question with a level head and a fair amount of common sense. What the Railway Committee had to decide was not whether there was some other practicable route for the line or not, nor whether there was some other route that was better for the interests of the city. These were questions with which they had nothing to do. The single point for their consideration was whether the bridging of the canal was such an obstruction to navigation that in the interest of the public it ought not to be allowed. There never was good ground for that contention, and we believe the more sensible of the advocates of the Western route, who were present at the first interview with the Railway Committee, six weeks ago, were quite convinced of the weakness of their case, and the hopelessness of convincing the Committee that it was a strong one. Having stated their case, they left the matter to be decided without further interference from them. There is a class of people, however, mentioned in scripture, who rush in where angels fear to tread, and a small handful of these packed their carpet bags and rushed off in hot haste to enlighten Ministers upon this momentous question. They represented nobody who had any standing in the case, and the eloquence of some of them must have made the late interview agreeably amusing to the members of the committee. What these busy bodies have accomplished is a delay of six weeks in the commencement of the work, for however good the prospect looked for a favorable decision from the government, capital does not knowingly take any such risks. Had the opponents of bridging the canal been successful they might or might not have destroyed the enterprise, but they would have entirely upset the present arrangements for constructing the road, and consequently another season would have been lost, for the men whose money is to be advanced to build the line would not undertake the risks of the western route. That these risks, in the direction of increased expense, would be considerable is shown by the very diversity of the estimates of the various engineers who have surveyed it. The expense by the eastern route is easily calculated and on all hands it is agreed that it is much the cheaper of the two, and this road must be built economically if it is to be built at all. What, after all, would be the advantage of the western over the eastern route from a city point of view? The people who think that Hamilton will be cut off by the eastern route have not accurately studied the

These seats it is probable will be all filled before many weeks elapse. The polling in North Middlesex takes place to-morrow, and the Globe of this morning states that in a few days the writs for the other recent ridings will be issued.

be some with in a mor will have in none Opposit tests do record, the late only 92 i South m majority ever, Not Conserv

House by a majority of 33, and there is little doubt that with proper exertions both ridings can now be re-deemed for the Dominion House. The Pacific Scandal howl will scarcely be as potent as in the days gone by when the party now in power delighted to psalm themselves off as "Pure Reformers," while the little arrangement between Senators Brown and Simpson will not be without effect in opening the eyes of the people to the real character of the men who so successfully manipulated the constituencies in January, 1873. South Wellington, of course, has long been regarded as a stronghold of Gritism, still the Conservatives in the riding should not allow the Grit nominee to walk the course. We hope to hear of their selecting a candidate and taking the field immediately.

## SUMMARY OF CANADIAN NEWS.

A branch of the Protestant Defence Alliance of Canada has been formed at Charlottetown.

Hon. R. W. Scott will perform the duties of Minister of Militia as well as those of Secretary of State during the absence of the Hon. Mr. Vall.

The warlike rumors from Europe are exciting a lively interest in New Brunswick, the belief being that war will help the shipping and lumber interests there.

John Penoyer, livery stable keeper, of Ottawa, drove up to Aylmer on Saturday evening, was suddenly taken ill, and died the same evening. An inquest was held yesterday and a verdict of death from angina pectoris returned.

The writ for a new election in South Wellington will be issued in a few days. The election will take place about the end of the present month. It is expected nominations in the two ridings of Ontario will take place about the same time.

The Mill Point correspondent of the Napanee Beaver says that Mrs. Brant, widow of the late Captain Brant, is now 75 years of age, and is hale and hearty. She has had six sons and two daughters, and has now living 80 grandchildren and 28 great-grandchildren.

The City Engineer of Toronto recommends the Council to lay a stone pavement on Yonge street as far north as Queen street, and beyond that point wooden blocks as far as Anne street. In the matter of sidewalks he suggests that on Queen street West an oak block pavement with stone kerbs be tried.

The first session of the Supreme Court of Canada was held yesterday. Argument was begun in the case of the Queen vs. Taylor, an appeal from the Courts of Ontario, involving the right of the Provinces to compel brewers to pay license fees when they have been already licensed by the Dominion Government.

Another sad drowning accident occurred

and \$12,350 73 realized. In appealing for contributions Mr. Moody said: "You will notice by the advertisement that this is not called the dedication services; it is only the opening. We will dedicate the building when it is paid for. We have just opened the building to show what has been done, and it our friends like to pay the debt we

pulpit. We must say that has yet been put there is as yet no clunes are. Strange t union service wort on a table near by, w

EDITORIAL  
BURLINGTON SLING BRIDGE  
SETTLED  
HS 6 JUN 1876

opportunity to effect his arrest at the instance of Mr. Lemattyer Masselin, Baron de Guichainville, on a writ of capias. The officers found Mr. Chiniquy quite composed and ready to go with them. He informed them that as this was the thirty-fourth time of his arrest he had become quite used to it, and, regretting the early hour at which they had required to perform their important business, invited them to partake with him the morning meal. They consented, and a few brief but pleasant minutes were passed in conversation. At the conclusion of the breakfast Mr. Chiniquy stated that it was his usual custom to begin the day's work with reading the scriptures and prayer, and requested to be allowed to perform family worship, as usual. Consent was given. The chapter which came in course in the morning's reading was Acts vii, which recounts the stoning of Stephen. Each one was given a Bible. The psalms were not neglected, and the chapter was read verse by verse. Mr. Chiniquy then explained the chapter, showing how the world had not changed from the days of the early Christian Church. He himself, for example, was subject to arrest, and only last week he had been stoned. The whole party then knelt in prayer, in which the French Canadians were especially remembered. Mr. Chiniquy accompanied the officers to the office of the attorney for the prosecution. There he was the centre of attraction. Around the door and in the hall were many curious people, anxious to catch a sight of Chiniquy. Messrs. M. Drysdale and W. Nell became his bondsmen in the sum of \$100 each. He was arrested on a capias for \$50,000, the amount of the suit of damages taken by the Baron against him.

## Loss of the Calcutta.

The following particulars of the loss on the Magdalen Islands of the ship Calcutta, Tyrell, master, on the 8th November last, have been obtained from some of the survivors of the crew now in St. John, N. B. She was timber laden, and bound from Quebec for Liverpool. On the morning of the 8th, about two o'clock she suddenly struck bottom. The weather was not stormy at the time, but there was a heavy surf breaking on the shore, and as the ship was in a dangerous position it was determined to abandon her. Some effects were at first landed on a raft, the people on shore aiding. Then the crew took to the two boats, and attempted to reach terra firma. Both boats upset, and left the twenty-eight unfortunate people struggling in the water. A lady passenger going to England to join her husband, was among the number—the remainder were the officers and crew. Of the entire number only five reached the shore. Two of these, Captain Tyrell and a Greek named G. Marcopolo—were saved by holding to a ladder that was washed ashore. A Spaniard seized two oars and drifted to land. An English boy succeeded in grasping a life buoy, that the lady before mentioned was unable to keep, and so saved himself. The drowning of more than a score of men was a terrible one to behold. The struggle of the men in the water, their calls for help and nobody to assist them, the final swallowing up of the poor jack tars by the angry waves, were scenes not easily to be forgotten. The men who were saved had to go a considerable distance to a station

said one little fellow plied Harry, eating wouldn't like this; i and I never give a f apple."

—Mark Twain, speaking of netting, writes: "I shall sit under a slumber peacefully, flies club together in a net."

—Aim at perfection in most things; it is they who aim at it a much nearer to it than despondency makes unattainable.

—A "John," said a statically, pointing little shop in a fash die, I'm going to t money and buy that as a milliner."

—As Burke was animation against l rupted by little Ma he indignantly, "to of this jackal while tiger of Bengal?"

—Two boys (win first time. The mas of the two, and ask name. Answer—" you? Answer, 1 minutes before Chay.

—An Irishman r along espied two str der the lady's cloa these were styled as place, he exclaimed gaiters are untied."

"I've knowed d and I don't tink dar lam, cause—" Th where the lecture w darkey forwarded to fence—by that same

"Billy, how did "Easy enough," said did, but how?" I dar if it had been who don't answer my qu must know," said Bi or else steal the trap.

—Mr. Mark Boyd, cences of Fifty Ye Scotch gentleman of bed asked the minist large sum to the Kir be secured. The caut "I would not like t well worth trying."

—A cobbler attra following address on gery performed upon adding of feet, makin ing the broken, heol f g the constitution body with new sole Advice gratis on the

—Donald, after o grain, entered a prov a few substantial. questing him to fast Donald tossing his claimed, "Na, na; but she's no sa Gell



—“I’ve known that mule and I don’t tink dat deanin lam, cause—” This blank where the lecture was inter darkey forwarded to the ot fence—by that same mule.

—“Billy, how did you los “Easy enough,” said Billy. did, but how?” I dare say yo if it had been where min don’t answer my question.” must know,” said Billy, “I h or else steal the trap.”

—Mr. Mark Boyd, author cences of “Fifty Years,” m Scotch gentleman of fortune bed asked the minister whet large sum to the Kirk, his and The cautious mi to be n

ARCHBISHOP LYNCH IN REPLY TO SIR A. T. GALT.

Church and State, but he had heard a good deal of the abuse of the Catholic Church. He strenuously defended the Catholics of Lower Canada, and complained of animus exhibited by the Protestants of Ontario to his faith. He said, with regard to temporal authority there is a great deal of cry about our having only one Sovereign. Yes, we have only one Sovereign, Queen Victoria; but we have our God, and our faith; and people who talk about temporal liberty and ecclesiastical despotism are speaking against God and His Church. All this talk about liberty of conscience is not liberty, but libertinism. Such attacks cannot hurt the Church. Other churches were founded by men, and are named after their founders; but our Church was founded by Jesus Christ. His Grace said that his sermon was not against Protestants, and proceeded to ask what are the duties of State and the duties of Church. As well say State is above God as say state is above Church. Can a man take what meaning he will from the Bible, and throw aside all creeds? Presbyterians do not say so, for a man who differs from certain points set down in the Confession of Faith, is called to account for his heresy; so with the Church of England, in which thirty-nine articles govern and no deviation is allowed; so with Methodists, and with them all we have a great deal of complaint about the infallibility of the Pope, and yet those who make this outcry attribute infallibility to each and every person because each can interpret the Bible as he will. His Grace said the arguments he was bringing to bear were those of Cardinal Manning in reply to Mr. Gladstone. His Grace urged upon his hearers patience in persecution, and recommended peace and kindness to those differing from them, and concluded as follows: Catholics must be most loyal, because their loyalty is founded on religion. If German Catholics were not loyal would they not rise against the persecutions of Bismarck? But they bear and suffer these persecutions, showing that they have an exuberance of loyalty.

A CABINET ORGAN STOLEN FROM A CHURCH.

were brought before the Mayor and gave their names as Morin and Bagley, and stated that they were from New York State, one from Cananajagua, the other from Brooklyn, and claimed they were looking for work, making their way to Red River country. They entered Canada at Buffalo on the 30th of May, got a ride on a freight train to Welland, and walked to St. Catharines, where they got another ride on a train to London, and walked the balance of the way to Plympton. Bagley is about twenty years of age, slightly built, and no hair on his face, Morin is about thirty years old, stoutly built, and has a moustache. Both men have dark hair. They were remanded for eight days.

A CORRESPONDENT writes to ask us if the statement that has recently been made that it was not a whale which swallowed Jonah, but a shark instead, is true. Not being very well posted on these matters we would not like to speak positively concerning the question. We may say,

—I bring a garland for your hair  
Of blossoms fresh and fair  
My own hands wound their  
To ring about your hair.  
Here is a lily, here a rose,  
A warm parable is that scarf  
And four-leaf blossoms, as we

So crowned and chaplaid,  
I pray you be not proud;  
For after brief and summe  
Comes autumn with a sh  
Though fragrant as a flowe:  
You and your garland, by a  
Will fade and wither up an

—In a certain town not far from Fortar an eccentric chaps clever one, carried on a pretty as a joiner. A journeyman entered his service, and went out to make some repairs on property, on coming back to after finishing his job, asked if and in what manner he would time he had been at the job. Instructions are instructive and he said, "Ow, an 'oor's an 'oc two 'oors is two oors, but we'n when we're over particular, as is an 'oor tea."

Mr. H. M. Stanley

Mr. Edward Marston writes "In the anxiety which is felt—the long-continued silence of N. ley, perhaps the following assertion may be of public interest—I received a letter from Colonel G. Lahore, March 2, which enclosed a letter from Mr. Stanley, in a blue envelope, bearing this inscription—Uganda, Central Africa, Henry Esq., care of E. Marston, Essex Street, London, England." The above inscription is, I am quite sure, Stanley's own handwriting. (right-hand corner, is written indistinctly by some unacquainted words—To Sir Cunall G. (probably Colonel Gordon.) Colonel G. on the 9th March, says: 'Yeste came in from my most loyal Mrooli. This station is five M'tesa. Among the letters was a letter (above described,) and in was a pencil scrawl in English, be from M'tesa, the substance written and ill-expressed note was to fight Ru be Riga of Ungoro, I go to Römber. Its date was 1878. At that date I was in but could hear nothing of Sir party. However, I suppose or some of his party are at M'tesa wise who could have written that it could have been written Stanley—I have sent to M'tesa Telegraph sent to my camp, and papers, but since Linnat came I quit last I have heard nothing



REPORT ON ARGUMENTS  
BEFORE PRIVY COUNCILBRANTFORD  
EXPOSITOR

9 JUN 1876

WHOLE NO. 1298

## TELEGRAPHIC.

Per Dominion Line.

## OTTAWA.

OTTAWA, June 2.—Deputations from Hamilton for and against bridging the Burlington canal at Hamilton argued their case before the Railroad Committee of the Privy Council to-day. Mr. Osler, of Hamilton, spoke for the opponents of the scheme and Mr. Williams, M. P., for the H. & N. W. R. R. The interview lasted several hours, and an answer was promised to be given on Monday. It may be accepted as settled that the R. R. has won the cause, but the opposition to the scheme will have the good effect to induce the Government to place all possible and available safe-guards to public interests in allowing the construction of the bridge.

Senator Vidal is here, and will accompany the remains of the late Malcolm Cameron, which leave to-day for Sarnia, where they will be interred.

Mr. Blake's mission to England is said to be about the present position of affairs under the Washington Treaty, and also the adjustment of Canadian matters affected by recent Imperial legislation.

Reports from the lumbering regions state that the drive of logs has been very successful this spring. Lumbermen confidently hope for an improvement in the square timber trade this season.

The flags on the Parliament building are at half-mast in honor of the late Mr. Cameron.

A despatch from New York received by the Free Press from a reliable source, states that no such person named Trotter was ever convicted in that city or State for murder, and no such person is known there, and that the story contained in a press despatch from this city recently relative to the death of D'Arcy McGee is proved unfounded.

OTTAWA, June 3rd.—Yesterday evening a very sudden death occurred on Sussex street. A man named Wm. Seaton, employed as a tailor, appeared to be in his usual health up to about twenty minutes past five, when he sat down on the door step and gradually sank, dying almost without a struggle. A coroner was called in, but did not consider it necessary to hold an inquest, as the cause of his death was general decay of the system.

The Fly-away Base Ball Club of this city intend visiting Kingston on July 14th to play the Union of that place for the junior championship of Canada.

The Hamilton railway deputation left for home last night.

The Minister of Militia and family leave town next Monday for Nova Scotia.

General Smythe is now able to leave his quarters, and will spend a few days at Rideau Hall for change of air, as guests of Lord Dufferin.

Mr. Crooks, Minister of Education for Ontario, is in town.

Lord Dufferin and suite will proceed on a pleasant trip up the River Liveries next week.

The Canada Gazette of to-day contains the following: Jean Baptiste Bourgeois, to be Puisné Judge of the Superior Court in the Province of Quebec, vice Lafontaine, resigned.

Robert J. Ingraham, of Sidney, Cape Breton, to be Shipping Master for Sidney.

Capt. David Ross Kerr, Montreal, to be Port-Warden for Montreal, vice Alexander Schlater, deceased.

Daniel Spry, to be Post Office Inspector of East Toronto.

M. Sweetman, now Inspector for postal

## Cayuga.

On June 1st in, by Inspector nces connected. The following taken: am the Deputy e filled that po- I do nearly all ice; my father, nearly eighty; fice; I consult; William Law- about twenty stinuously since stand Mr. Law- r, his wife acts a year, neither sheriff appoint rith the gaoler; all have known in the gaol, and it weeks ago n is turn- as, before was sent to him- knew and some that any stated ey, the amount the allowance to; gaoler; I think m for a turnkey, Lawrence, who if he dispenses, I think he draws allowed by is no turnkey, standing with the turnkey, I did alery to have a I know it should was the turnkey the Youngs, but ro weeks prior to oused of furnis- that Massey ad was discharged nee was acting; I rt-or any of the -office; I looked responsible to the do his duty; I can- reme has been or saw the Youngs or escape; think he gaol with me rt frequently in, Lawrence about that I thought it the Youngs knew would not be re- hat watch; I had rence about that, necessary; I in- s-guard when the what their fate had tried to work both the Youngs -ring in the cell- were placed inside re confined; I con- g from the inside, a outside were ls can be approach- ildings, which are id not consider ay- night- know- that the nocking down the I did not think they to the gaoler of the in extra guard, but s any necessity for e either; I don't re- l with the Sheriff s told be that some prison at night, but left I do not know; I was sleeping in the scape or for a week

month ago; have not had any extra guard on since the Youngs were here; I did not consider it necessary, as they were so well secured with leg-irons; I have often been in alone with the Youngs since they were chained, but not before; I have frequently examined the shackles, and did not think they could be opened; I have not examined their persons since they were sentenced; I did not suspect that they were making preparations to escape; the outside surroundings are very bad; did not think it was necessary to put on a night guard; when the church bell was ringing, I went up stairs to feed the prisoners, and my son Albert complaining of headache I did not call him; after going through the iron gate I laid their suppers on the window sill, and re-locked the gate and put the keys in my pocket; I then gave the Youngs their suppers through the diamond holes in their cells, and then gave the other prisoners who were in the day room their suppers; I then went and fastened the window in John Young's night room, and then locked up the prisoners who were in the day room; I then took John Young out of his day cell and locked him up in his night cell; his shackles then appeared to be all right; if the shackles had been loose they would have opened when he was walking; I then went to James Young's cell, unlocked it, and took out his bucket and emptied it into the water-closet; then I locked the wooden gate between the two corridors, gave James his bed from the adjoining cell, and proceeded to fasten the window-shutter; while doing so I received a most violent blow on the left side of my head, knocking me senseless; after that, before I could move or speak, I received three violent blows with the shackles; after that I became quite unconscious; I had the keys in my hand, and when I was struck they fell down; think I was unconscious about ten minutes; when I became conscious I found the iron gate open and the prisoners gone; one key opened the iron gate, the wooden gate, and John Young's cell; I can not tell how I got down stairs; I met my wife in the hall, and said, "O, ma, John Young is gone," the keys are kept in my desk at night, and the key of the desk under my head; nobody had access to the keys except my wife; the Deputy-Sheriff frequently came in and asked if I considered the prisoners all secure, and I said they were, and did not require any assistance since the window shutters were put on; at the locking up at night I always had one of my sons or the turnkey with me, except on this occasion; the prisoners have been very quiet since their sentence; my son Albert slept up stairs every night for nearly a month, and my son Charles slept there after that until the night the prisoners made their escape.

## Port of Brantford.

We give below a statement of the goods imported and entered for consumption at this Port for the month of May, 1876, compared with the corresponding month of last year:

	1876.
Goods imported, value.....	\$41,527 00
Goods entered for consumption, value.....	36,708 00
Duty.....	6,117 43
	1875.
Goods imported, value.....	\$39,811 00
Goods entered for consumption, value.....	41,681 00
Duty.....	10,055 78

## EXPORTS.

1876.....	\$14,351 00
1875.....	11,130 00

## The Weekly Expositor.

BRANTFORD, JUNE 2, 1876.

## "Baptizing His Plants."

To the Editor of The Expositor:

After a whole week's quiet agitation, solemn meditation, and doubtless consultation without limitation with those of his own denomination, and others of the highest education, for the better elucidation of the question under consideration, and in consideration of the mortification no answer would occasion, "Graculus" has, with evident hesitation, sent another communication, lacking concentration, with flowery generalities for the fore part, and flowerier generalities for the after part, and the real question at issue thinly sandwiched in between. As hitherto, I desire to avoid all side issues, and therefore grapple with my subject at once. Mr. Langford in his published sermon says as follows:

"Plutarch, who was a contemporary of some of the apostles, writes: 'For as plants are nourished by moderate, and choked by excessive watering, in like manner the mind is enlarged by labors suited to its strength, but is overthrown (baptizetai) by such as exceed its power.' And in another passage he represents a gardener

"BAPTIZING HIS PLANTS."

Now what idea would you gather from this sort of baptism? There is no religion in this passage. Would the gardener pull the plants up by the roots and immerse them; or is not rather the idea of sprinkling conveyed?"

On this I remarked:

"From my standpoint the only 'point' made in the whole sermon, had it been true, was the statement that Plutarch 'represents a gardener 'BAPTIZING HIS PLANTS.' I detected this a forgery the moment I read it. I am, however, confident that Mr. L. would not knowingly be guilty of so gross an offence. Now give ear all ye 'Graculi.' A. M.'s and D. D.'s, unhesitatingly pronounce that a gross forgery on Plutarch, and challenge for the proof to the contrary. Now, 'Graculus,' is your time to greatly distinguish yourself, and render your friend Mr. L. and the Peco-baptist cause generally, essential and timely aid, but do not, may I entreat, raise a cloud of side issues, as in your former letters, but confine yourself to answering this simple question as to how, chapter and page where can be found the sentence quoted by Mr. L. in large type, 'that Plutarch represents a gardener 'BAPTIZING HIS PLANTS.'"

To this "Graculus," after a week's delay, replies as follows: Now Plutarch in this passage represents the minds of children as plants, and their educators as gardeners applying water to encourage their growth. Keep this metaphor well in view. When a Greek deals in tropes, he aims at making them as apt and precise as possible. He is complaining that parents, with foolish pride, try to force their children by 'imposing' (superposition) on them excessive labors. He notes their injurious effects and draws the above comparisons. If you sprinkle a moderate amount of water on plants, he says, you nourish them. If on the contrary you deluge them by applying too much water, you suffocate them, drown them out. Similarly, the human soul is nourished by symmetrical labors; efforts proportioned to its strength, but is drowned, deluged or overwhelmed, by such as are excessive."

Here the issue is "squarely put," and for the time being we will lay aside "odes of Horace," "the kingdom of Aragon and Castile," "Flaccus," "chanting Arabian ode," "the acclamations of the Roman soldiery," &c., &c., and betake ourselves to our easy task.

I aver that "Graculus" has signally failed to extricate his friend Mr. Langford from the trap into which he so very unexpectedly put his foot, in his over-anxiety to "make out a case" against the Baptists. I was not a little amused when I read it, and am now more so at the pettiness of "Graculus." Mr. L., it will be observed, quotes (what I assume is a very fair translation) a paragraph from the writings of Plutarch, and then adds: "And in ANOTHER PASSAGE he repre-

"For as a ship that has become full of water is soon baptized, and becomes der the waves; so also a man, when himself up to gluttony and drunkenness down the steep, and causes reason whelmed beneath the wave."

"Enstathius, Book VII, 'Empire fury on the sea; and strives to be whole vessel with the waves.'"

We have before given the names of the most eminent Peco-baptists, frankly admitted that the word baptize means immerse, and we could increase the number ten-fold, yet the parties actually practised sprinkling are asked to account for their incoherence. One answer we make is, that a minister can be found acting thus now give the names of twenty-four ministers now laboring in Ontario, once Peco-baptist, and who say, at Rev. Isaac Allen, A. M., at a public in the City of London, England, on of April last: "I am a Baptist by ec being of Peco-baptist parentage, and as an infant, I strenuously defended the popular creed and could look in vain for support to the S as vainly to early ecclesiastical bi- generally in vain did I ask help of my other Peco-baptists. Not a single could be adduced which would star of hostile criticism, and I was thud to admit that it was an utter, from apostolic precept and practice, nobody certainly knew when, by whom—a palpable baref, if was one."

A goodly number cavalierly say tism is a non-essential any way; the mode if it is of no consequence. This is virtually the creature quest wisdom of his Maker and Redeemer virtually telling him to his face: my own soul it was necessary for here, and I selfishly at once did obey or not to obey either of you ces is really a matter of no imp me." "To serve God otherwise requireth," says Bishop Reynolds worship, but to rob and mock Gc Dr. Dwight, "when this ordinance is received in any other manner pointed by Him, it is plainly no to any command of His; and the me add, has no encouragement to blessing." St. John says: "Th the Lord is perfect." Dr. Dwig says: "Hence God has absolutely all men, under severe denunciations terrible expressions of His anger, form religious institutions, or to their own institutions for His." says: "As we must take heed i not add the fancies of men to our ligion, so we must take equal care not to curtail the appointments."

"For," says Dr. Owen, "it is a and dangerous thing to affix God our own imagination." Dr. J. says: "Why! Christian ordinar signed for, Christian people, if who are already saved by grace, it follow, therefore, that an ordin lished by Christ has no import answer?" Dr. S. Clark says: "C nately better able than we are to propriety and usefulness of the institutes; and it becomes us to humility and reverence." The noble Peco-Baptist testimony, me to give a short extract from a recently delivered in the City of England, by Dr. Landels, a Bapt

"When an eminent Congregation tor, in a meeting of the body, be considered representative, quo proval an American saying, to th the cry of the Presbyterians is, O that of the Methodists, Fire! the Congregationalists, Freedom that of the Baptists, Water, wate a right to complain that those w do not first take pains to und The cries attributed to other bod credit; ours, in accordance with a lent spirit, is meant to render m Fire in religion every one prizes indispensable. Freedom is the noblest. But water—what estin formed of the poor deluded me clamorous for that? Were ment—true, we should, if worthy of the ridicule often so plentifully administ those who quote it ought to know



**ARTILLERY, ATTENTION!**—The attention of the members of the Field Battery is called to the following order:

"The next march out of the Battery will take place this (Thursday) evening, when the Battery will be accompanied by the band. Every member is expected to be present, at 7:30 sharp."

By order of commanding Officer,  
W. F. McMAHON,  
Lieutenant."

**PORTABLE STEAM LAUNCHES.**—Messrs. Yar-  
row & Co. of Poplar, London, have just

WORK IN THE VICINITY  
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drill for this year, and it is just possible that the proposed arrangements for the Battery will not be carried out at the time mentioned. Capt. Smith expects to hear from Ottawa this evening in reference to the matter.

**FUEL.**—G. F. Riggs & Co., of the West End Wood Yard, 225 York street, have a large stock of all kinds of wood on hand now, which they are prepared to deliver to any part of the city at the lowest rates. Orders left at No. 2 York street, No. 128 James street north, or No. 10 Hughson street north, will be promptly attended to.

**HAMILTON AND NORTHWESTERN.**—Contractor Thomas McDowell has commenced work on Division 1 in the vicinity of the Water Works. This division extends from the city to the Beach, and the contractor is determined to push forward the work with all possible dispatch.

**FUNERAL SOCIETY.**—On Monday evening, the 19th instant, a public meeting will be held at the Y. M. C. A. rooms on King street, for the purpose of forming a Funeral Society. See advertisement in this issue.

the match trot between Forester Girl and Lizzie came off on the Driving Park. The first two heats were won by Lizzie in 3:07 and 3:01. The third heat was won by Forester Girl in 3:04. This gave fresh interest to the race, and during the fourth heat the excitement was at its height; but Lizzie came in first in 3:06, deciding the race.

**Information Wanted.**—Mr. E. S. Brooke, photographer of this place, has received a communication from the Probate Clerk, Logan City, Utah, inquiring about the relatives of a man named Wm. Rolph, who died suddenly on May 20th last, of heart disease, in Logan City, Cache County, Utah Territory. I was a stranger in the way to Montana, and Mr. Rolph was found on the per- a photograph taken at Mr. Rolph's residence. Relatives of Wm. Rolph, who died suddenly on May 20th last, of heart disease, in Logan City, Cache County, Utah Territory.

the lecture by the Rev. Father Milton, was delivered in St. Church last evening. The sketch of the early life of the his strong desire to become a admission by Pius VII. He aim to South America where papal legate, relating an incident attention to a sick Eng-

lish soldier whom he nursed till he became well. He next referred to the death of Gregory XVI., and the elevation of the present pontiff to the vacant See. After his assumption of the triple crown his seal for the promotion of education was illustrated and the good results eloquently stated. The Rev. lecturer referred in glowing terms to the physical beauty of Ireland and sketches of the introduction of Christianity and learning by St. Patrick. He also showed the care of the arts and sciences which the Roman Catholic Church has cultivated, by pointing to her magnificent religious edifices, paintings and sculpture, and wound up a very eloquent and instructive lecture by impressing on the audience the importance of education. Father Madigan is a good lecturer. He has a fine voice, a clear delivery, and understands how to deliver a lecture complimentary to his church, without unnecessarily giving offence to others.

**DEATH.**—On Sabbath last Rev. Mr. Laing delivered a sermon designed to inculcate the lessons to be deducted from the death of the Rev. John McOlin, who for a period of six years before his removal to Hamilton, had

the latter was not sufficiently explicit. A Juror—Did Mr. Bailey intimate that he wished to get a certificate of burial?

Dr. Crocker—No; I could not give it. It can only be given by the clerk of the township in which the burial takes place.

Several other questions were put by Mr. Bailey to Dr. Crocker, but she Coroner decided they were irrelevant.

I am given to understand that Mr. A. Westman, who deceased stated was the father of her child, denies the paternity. In these circumstances, much astonishment is being expressed here that he did not attend the inquest. Constable Fitzsimmons, who served him with a subpoena, handed it to him personally. Mr. Westman did not attend, but Mr. Glass, Q. C., was understood to be present yesterday to watch his interests. The coroner fitly ruled that no one being on trial, Mr. Glass could not be allowed to appear, and that it was imperative Mr. Westman should appear and give his testimony. Accordingly Constable Fitzsimmons, armed with a warrant to compel his attendance, was sent to London to-day. The officer visited both his residence and his place of business. At the latter place a clerk informed him Mr. Westman had gone to Toronto, and that he would be absent for about three days. The constable returned to this village, and reported accordingly. The coroner and the jury consider Mr. Westman's testimony necessary, and it was deemed expedient not to close the inquest until his evidence, as also that of several other witnesses, was heard—the coroner assuring the jury that he was not at all satisfied with the results thus far. The jury expressed themselves in a similar manner. An adjournment for a few days was made, with this object in view.

I may add that there is still a deal of excitement in the neighborhood over the affair. Deceased was an only daughter, and a universal favorite amongst her friends and acquaintances. Her sad end is therefore deplored by all, particularly as the cause seems to be involved in so much mystery. It is to be hoped that at the adjourned inquest, some satisfactory verdict will be arrived at. Meanwhile, no stone will be left unturned to bring the guilty to justice.

—Marion sitting amid the ruins of Carthage has for centuries served to "point a moral and adorn a tale," but what rather goes ahead of it about this time is the spectacle of a director of a Brooklyn gas company perched upon a pile of ruined meters.

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