

Hotel, where he was given stimulants, which appeared to revive him somewhat. He spoke of having been injured a few minutes before, and Mr. Morris requested him to lie down on a sofa, to which he was assisted. A short time afterwards a cab sleigh was procured and the man removed to the

The firemen were on the ground in a short space of time and rendered every assistance. One stream was put on and in a few seconds the fire was entirely extinguished. The house is owned by Mr. Crisp and is insured for \$3,000. The Rev. Mr. Dumoulin had no insurance. The damage to the house by fire and water will probably amount to about \$200.

**CANADA AIR LINE.**—On Saturday the Great Western Railway sent a number of cars down to Thorold to be placed upon the Welland railway to transfer freight over the loop line from Glencoe to Welland junction, and this morning trains began to run over that portion of the road. The whole of the line is laid with steel rails and the track is solid and smooth. Five freight trains will be run over the road daily and one passenger car will be attached to each train for the convenience of the public. The following are the stations on the Air Line, beginning at the junction: 1, Glencoe; 2, Thames River; 3, Canada Southern Crossing (west); 4, St. Thomas; 5, Canada Southern Crossing (east); 6, Aylmer; 7, Cc-rinth; 8, Tilsonburgh; 9, Courtland; 10, Delhi; 11, Nixville; 12, Simcoe; 13, Jarvis; 14, Nelles Corners; 15, Cayuga; 16, Grand Trunk Crossing; 17, Darting Road Siding; 18, Michigan Road Siding; 19, Marshville; 20, Welland Canal; 21, Welland Junction; 22, Stevensville; 23, Fort Erie; 24, Black Rock; 25, Erie street depot, Buffalo. The *St. Thomas Journal* in alluding to the opening of the line, has the following remarks anent the Division Superintendent: "Since Mr. Muir assumed control, the management appears to be marked with vigor and enterprise, and we judge that in Mr. Dawson he has found an officer in every respect worthy of his confidence. He appears to be a man of capacity, firm and decided in word and action. He moves among his men without assumption of dignity, or superiority, and speaks to them in a tone indicating the true friend rather than the taskmaster. Mr. Dawson will have his residence and headquarters in St. Thomas."

**ALMOST A FIRE.**—About two o'clock yesterday afternoon a spark from a locomotive lodged between the planks of the east end of the platform at the G. W. R. depot, and ignited the boards. Happily it was discovered in time and extinguished before any damage occurred. Had it not been for Mr. Geo. Hill, who first discovered the danger and gave the alarm, serious consequences might have ensued.

Spanish Minister of Foreign Affairs reached Paris, and will be delivered to-day. The recognition of the public by France is expected immediately.

The members of the moderate Assembly decline to join in the extreme Left to the Spain.

## UNITED STATES

**PLYMOUTH, Feb. 17.**—Arrived ship Westphalia.

**NEW YORK, Feb. 17.**—Arrived Massachusetts from Rotterdam steamship France from Havre.

## SPAIN.

**MADRID, Feb. 17.**—A majority of the conservative generals of the Spanish Assembly assured the Government that they will oppose the Republic.

## PORTUGAL.

**LISBON, Feb. 17.**—The Government officially deny that there is any intention in Portugal for the establishment of a republic.

## SPECIAL TELEGRAMS

### PRESQOTT.

**PRESQOTT, Feb. 17.**—On Saturday the staff of the St. L. & O. Railway invited Mr. F. A. Wise, the retiring president of the line, to a farewell supper in honor of his leaving that company to assume a much more important position under the Dominion Government as engineer and superintendent of the Rideau canal. About sixty sat down to an excellent repast at the Victoria Hotel. A suitable address was read by the railway staff, and a handsome gold watch and case was presented to Mr. Wise, who, in very suitable terms, acknowledged the evening's demonstration. A highly complimentary address was read from the Managing Director, Mr. J. H. McLeod, Esq., who was unable to be present. The chair was occupied by Mr. L. A. by invited guests, Messrs. W. E. and others. Great enthusiasm

on behalf of the recipient of the honor. The ice bridge was never so strong now, and the number of boats crossed from Ogdensburg and at this port has already exceeded being an increase of about 5,000 previous year. This, probably, is the best thing in the Dominion; and the necessity is increasing at this point.

The Warrior Mowing Mach

**LITTLE'S LIVING AGE.**—The numbers of the *Living Age*, dated respectively Feb. 8th and Feb. 15th, contain the following noteworthy articles: Mr. Froude's English in Ireland, by W. E. H. Lecky, *Macmillan's Magazine*; The Emperor Alexander and the Policy of Russia, *British Quarterly Review*; Heroism, by C. Kingsley, *Cornhill Magazine*; Some Curiosities of Criticism, *Fraser's Magazine*; Paginini, *Good Words*; The Three Interests in Old English Literature, *Contemporary Review*; "An Ugly Dog," *Cornhill Magazine*; The Emperor Napoleon, *Economist*; Brantome, *Cornhill Magazine*; Overwork, *Saturday Review*; Dr. Carpenter on Mental Acquisition and Inheritance, *Spectator*; together with installments of "His Little Serene Highness," translated from the *Platte Deutsche* of Fritz Reuter, and of "The Two Brothers," by MM. Erekmann-Chatrian, poetry and miscellany. The first number of January began a new volume and new series with entirely new serials, affording an unusually excellent opportunity for the beginning of new subscriptions. The subscription price of this 64 page weekly magazine is \$3 a year, or for \$10 any one of the American \$4 magazines is sent with *The Living Age* for a year. Littell & Gray, Boston, publishers.

**COOPER'S FIRE ALARM BELL.**—On Saturday evening the new bell for Cooper's manufac-

OPENING

CANADA AIR LINE

HS 17 Feb 1873



Yearly Advertisers, to ensure prompt change, should either hand the same in at the Counting Room on the evening before, or not later than eight o'clock the following morning.

# The Evening Times.

FRIDAY, FEBRUARY 21, 1873.

## POLICE COURT.

AY, Feb. 21.  
Magistrate,  
Bench at the  
Hepburn evening  
for it. The  
six in number.

rated yesterday  
twenty days in  
king again, and  
He was given  
\$2, or 30 days.

James McKeever appeared for lodgings while under the influence of liquor last night, and was put into the cells on a charge of drunkenness. He said he came from West Humber to see his wife in the City Hospital, and had taken a little too much to drink. McKeever has frequently been in the hands of the police. He was fined \$2, or 30 days.

A respectable looking man made his debut in the dock, having taken too much liquor. He was also fined the usual sum.

## VAGRANTS.

William Jamieson and Ann Beaton were charged with vagrancy. The former was unfortunate in respect to getting a job, and on promising to go to work was let off. Beaton was sent to gaol for the usual term—30 days.

The case of robbery preferred by Eugene Sullivan against Michael Canary was adjourned at prisoner's request until to-morrow morning, in order that he might secure witnesses.

The Court then adjourned.

ALBUM GUIDE OF HAMILTON: PUBLISHED BY MCGIVERIN & DAVIDSON.—This enterprising firm for some years has been engaged in getting up albums of cities, wherein are represented numerous views of these cities, but while serving to illustrate them, around the border of each photograph is a large margin devoted to business advertisements, so that while the guest at the hotel or the traveller on the steamer is whiling away his time in becoming by the most perfect means known—the photographic art—acquainted with places he has yet to visit, or is rubbing up memory by looking over scenes he has already witnessed, he may combine business with pleasure, and take notes of the business firms he may wish to communicate with. Messrs. McGiverin & Davidson have just had printed at this office a very large number of copies of an album for Hamilton, which contains thirty-two views of the prominent portions of the Corporation and neighborhood. The photographs are excellent, and from the gallery of Messrs. C. Gallant & Co., King street. This album is now being distributed gratis to hotels and advertisers, where, in the interests of advertisers, the copies will be retained with care, and the eye of many a desirable person who otherwise might not be drawn to this city to do business. The album is very neatly printed, marbled and bound, and in tasty binding, and will form an attraction wherever seen. The affair is an entire success.

MUSICAL ENTERTAINMENTS are going up frequently, and so long as they are good the more of them the better. Toronto is about giving a performance of the "Messiah," and Hamilton, not to be behind, offers a performance of "Judas Maccabees." We are glad to see such rivalry, and feel sure that our Society, under Mr. Spedding's management, will not suffer by the contrast. But

## HAMILTON and Lake Erie Railway. INSPECTION OF THE THIRD SECTION BETWEEN CALEDONIA AND JARVIS.

While the work on the first part of the above line has been going on steadily and surely, the energetic contractor, William Hendrie, Esq., has been pushing on the portion which he has the contract to build between Caledonia and Jarvis, with amazing rapidity. By invitation of Mr. Hendrie, Messrs. James Turner, President of the road; M. W. Brown, Secretary; A. H. Askin, Chief Engineer; W. Wallace, Superintendent; D. McCulloch, of the Spectator; J. G. Buchanan, of the Evening Times; W. W. Sims, of the Globe; J. McLean and T. Cooley, of the Mail, and George Wilson, of the New Dominion, drove in carriages yesterday morning to inspect the line as far as six miles beyond Caledonia. At this latter place the party were joined by Mr. J. Killough, Engineer in charge of the work; G. G. Eddington, Manager for Mr. Hendrie; John Scott, ex-Warden of Haldimand; and Major R. A. McKinnon, Reeve of Caledonia. The drive was a most pleasant one, the weather and roads being all that could be desired.

After leaving Caledonia, the first place visited was Boston Creek, where the bridge in course of construction was inspected. This place is six miles distant from Caledonia. The bridge will have four piers; will be two hundred and forty-eight feet long and twenty-five feet high. After remaining here a while, and examining the work on other portions of the road, McKenzie Creek, three and a quarter miles from Caledonia, was visited. Here a pile bridge, constructed of white oak, is being built. It is two hundred and fifteen feet long, and will be a very substantial structure. The great bridge over the Grand River at Caledonia was then examined. It will have nine piers of solid masonry, seven of which are already completed, and two abutments of the same, with a total length of 1,100 feet. It is on what is known as the Howe truss principle, and will be 45 feet from the water level. There are five spans, 151 feet each, of Howe truss; four spans, 72 feet, and an overhead bridge of tresselling over Front street. It crosses the river just below McKinnon's mill-dam, the piers resting on the solid rock. As we announced some time ago, A. J. Brown, Esq., of Syracuse, N. Y., is the contractor, and he is pushing the work of construction ahead in a most commendable manner. There is no doubt but he will have the superstructure finished at the date agreed upon, namely, the 15th of June. He has thirty-five men engaged upon it. About three hundred feet from the bridge there are two hundred feet of pile tresselling, of the heaviest and most substantial kind.

Between Caledonia and Hagersville the work is almost complete. Mr. Hendrie has over two hundred men employed between these points, and a more steady set of men never turned a sod. We heard Mr. Hendrie's employees spoken of in the highest terms in and around Caledonia. The terminus of the division now being built is Jarvis, where it forms a junction with the Air Line, and at present the prospect is that by the 1st of August trains will be able to leave the city for Jarvis, after which only eight miles of the road will be wanting to connect Lakes Ontario and Erie. The road between here and Caledonia will be open for traffic some time in April; engines and cars have been ordered by the President, and are expected to arrive here before the middle of next month. The contractors are certainly to be congratulated on the advanced state of the work.

The party partook of dinner in Caledonia, and then returned to Hamilton, highly delighted with the way in which they had spent the day, and especially pleased with the prospect of soon being able to visit that magnificent section of country by a speedier conveyance than that supplied by livery men.

Accident.—The other day an accident occurred in the Jolly Cat which might have

## CANADA FARMERS' MUTUAL COMPANY.

Twenty-First Annual Meeting.—Yesterday, at noon, the shareholders of the Canada Farmers' Insurance Company met at Harrick street, according to agenda to transact the affairs of the company. Mr. Thos. Stoeck, President, to the chair, and the meeting organized. The Secretary read the Annual Report, which is as follows:—

TWENTY-FIRST ANNUAL MEETING.—During the year there were issued, averaging \$755.71 a number of claims satisfied, was loss of \$23,817.10; one of \$1,826.40, all in this date. The premiums, including premium rates, are \$964.94; 36 of the claims were \$50 or less. There were 18 claims for lightning, 8 to exceed sparks from chimneys, of 10 to 15; in several cases no attributed. The losses were less, by \$3,776.09, than previous year.

The Chairman stated that far this year had been very present to extend the business more hazardous class than it was argued that many now do a general insurance find it profitable.

The Directors promised to into consideration.

It was urged that the company be engaged as much that steps be taken to obtain isolated property than in the adoption of the resolution.

The election of Director three were retiring—two office and one, Mr. Christie resignation. The two from P., and Mr. Lafferty, were Dr. L. R. Walker, of Ingers place of Mr. Christie.

The Board of Directors and elected Mr. Thos. Stoeck Mr. T. Bain M. P. Vice-P.

CHRIST CHURCH, PENNY first series of these amusements was last of a close, in consequence of 1 of Lent, when the school for the usual lectures and The programme was well performance lively and spi were to judge by the crowding audience, and the reports, we should pronounce tainment the crown and c There could not have been six and seven hundred per numbers had to go away of standing room. The fo

PROGRAMME  
PART I.

1. Piano solo.....
2. Quartette—Messrs. Chittenden
3. Vocal duet..... Mrs. Beel
4. Reading..... Mr. Stenman
5. Solo.....
6. Solo.....
7. Solo.....
8. Solo..... Miss Stewart

PART II.

1. Duett on Piano.....
2. Quartette—Messrs. Chittenden
3. Reading..... Mr. J. B. Smith, master
4. Solo on piano.....
5. Song by.....
6. Quartette—Chittenden, Pitt
7. "God Save the Queen."

It would be insidious to p all did well, but we cannot that the "Candle Lecture also "The Irish Schoolmas Jack" was rendered with enthusiasm and patriotic fire

INSPECTION TRIP  
CALEDONIA - JARVIS  
HET 21 Feb 73



# The Daily Spectator.

TUESDAY EVENING, MARCH 11th, 1873.

TESTIMONIAL TO W. WALLACE  
ESQUIRE.

GRAND OVATION.

COSTLY PRESENTATIONS.

As we hinted in yesterday's *Spectator* the presentation to W. Wallace, Esq., Superintendent of the Hamilton and Lake Erie Railway and late Traffic Superintendent of the Great Western Railway, came off in the large dining hall of the Great Western Railway. The room was tastefully festooned with the British and American flags entwined and presented a very lively scene. Seats were provided for over one hundred guests, and with the exception of a few were all filled. The tables were laid in two rows extending the whole length of the room and one table across the west end, and the contents were such that the most fastidious epicure could not find fault with, thus showing that Messrs. Moore & Co. are quite equal to the task they have undertaken, that of public caterers. To their credit be it also said that there was no lack of waiters, every guest being promptly supplied with whatever they requested.

The chair was occupied by Joseph Taylor, Esq., Assistant Superintendent G. W. R.; the 1st Vice-President, N. A. Anderson, and J. Webster, Esq., in the 2nd Vice chair.

On the right of the chairman we noticed the following guests: W. Wallace, Esq., the guest of the evening; W. K. Muir, General Manager, G. W. R.; Col. McGivern, President W. G. & B. R.; His Worship Mayor Charlton; W. Hendrie, Esq., contractor; A. T. Wood, Esq., President Board of Trade; Major A. K. Atkins, Chief Engineer H. & L. E. R.; G. Roach and D. Currie, Esqrs. On his left were seated J. Price, Esq., Treasurer, G. W. R.; James Turner, Esq., President H. & L. E. R.; Dr. Hamilton, Hon. I. Buchanan, Hon. F. N. Blake, U. S. Consul; W. Waterman, Esq., London, and M. Pennington, Esq. Around the tables were a large number of prominent merchants and employees of the road.

The company proceeded to do justice to the good and palatable dishes placed before them.

After the removal of the cloth the chairman announced the object for which they had met, &c. He in very appropriate language proposed the health of "Our most gracious Queen."

The National Anthem was sung by G. H. Howard, Esq.

The chairman then proposed "The Prince and Princess of Wales."

The next toast was "The Army and Navy," Hon. J. Buchanan and Col. McGivern, the latter gentleman being in one of his most humorous moods, replied in facetious and amusing speeches.

"Governor-General of Canada and Lieutenant-Governor of Ontario."

Given by Mr. A. (Bartshore)—"Kathleen Mavourneen."

"The United States of America," coupled with the name of the Hon. F. N. Blake, U.S. Consul.

Hon. Mr. Blake was greeted with enthusiastic demonstration. He said that during his four years residence in Hamilton he thought that every person present was aware that he was not competent to make a speech, but upon this occasion he would endeavor to say something. He said that President Grant's policy is pacific, and he desires to be at peace with all nations, and was desirous of cultivating a closer relationship commercially with Canada, than has hitherto existed, and he was sure in the time is not far distant when the unity of the two countries will be realized. He did not mean politically, and he wished it to be understood that he did not at all mean annexation, but that the trade alliance of the two countries will be more mutual than in the past. He referred to the courtesy with which he has been received, and the obliging manner in which he had been treated by the management of the Great Western Railway. He was in the habit of being in daily contact with Mr. Wallace, U.S. guest of the evening, and always found him very gentlemanly in all business transactions—always a kind and civil answer—which endeared him to all with whom he had to transact business. His motto was that of a French king, who said, "If one kind word will make a man happy, let it be a word indeed that will not give it." (Applause.)

The chairman then rose and said:

How good and how pleasant a thing it is to see brethren dwell together in unity—I am not going to deliver a sermon, I meant to say—it is a pleasant thing to see a brotherhood of railroad men assembled to do honor to one of their number—the object we

personal profit, but solely with the honest feeling of a railroad man for the interests of the company he serves.

"Which is why I remark—And the reason is plain!"

that no man who has not seen railroad service in a responsible position in the actual working departments can understand its onerous duties, the unflinching industry, the watchfulness and self-sacrifices involved. There is probably no greater nor more widespread a fallacy than the belief that any man of common sense is fit to jump into a responsible position on a railroad. No man would think of taking up a mercantile occupation without previous knowledge or training in the business. But some men think they could superintend a railroad without any previous experience, and indulge in criticisms of railway management, which if applied to their own business they would think absurd. It is not generally realized that the management of railroads and departments of railroads has become a prominent profession, in which ability can only be acquired by years of training in subordinate duties. Those general superintendents, treasurers, assistant superintendents, and local superintendents, general freight agents, and others in charge of departments, are most efficient who entered railroad service at the bottom of the ladder and began when boys. One of the greatest railroad superintendents of the present time began his career when a youth, and from the occupation of a ticket clerk won his way to his present high position; and it is owing to his perfect familiarity with the matters of every department of railroad management that he owes his easy mastery of every detail, and that the company whose fortunes he has in charge is so eminently prosperous. Our guest of the evening also began his career as a ticket clerk. It is not very long ago that a "young man from the country" applied at my office for a situation. I asked him what he could do. He replied, "Oh, almost anything." This seemed pretty confident, so I remarked, merely for form's sake, "Have you had any railroad experience before?" He answered that he had not; he had not been on a railroad before. I then said, "Could you drive a locomotive?" He said he did not care about driving a locomotive, the nights were too mighty cold just then. I suggested that if he took a position as fireman it might warm him up a little. He said he didn't care about chugging in cordwood. I asked him if he could wash out a boiler. He said he didn't like such a slushy job, anyhow. I then asked him if he was a telegraph operator. He said he did not know; he thought not just then. I next asked him if he was a stenographic or phonographic writer. This seemed to bewilder him a little, and he finally answered he "didn't care much about that." I asked him if he understood anything about the freight business, tariffs and so on. He said he guessed he didn't—he didn't care about them anyhow. I then asked him if he could chop wood, as far as that was concerned, I could not chop wood myself, except in the way of sharpening a pencil. He said he always made his old woman chop the wood. I told him we could offer him a place as porter, at about a dollar a day; this caused him to swear a little and put on style, so I asked him if he would like to be General Superintendent. This question did not utterly demolish him as I thought it would, and he was on the point of saying that was the kind of place, when I anxiously informed him that that high position was not vacant just then. I asked him why he came to the office saying he could "do almost anything," when it appeared he could "do almost nothing." "Well," he said, "it's just like this, I was plowing in the field and it was mighty hot; the sweat running down my face mighty quick. I began to think it was a pretty tough way of living, especially when I got a dollar and fifty cents a day out of it; and just then my old woman moves up to me and says, 'Jacob, why don't you go for a situation on the railroad?'" Says I, "You're right, Mary," and here I am. I told him he had better go back home, and send Mary. So Jacob left the office a disconsolate man, and the victim to the general delusion that any person with common sense is fit to jump into a railroad position. Such a man was absolutely fit for nothing in a railroad. If he had been employed in the most humble services, he must have worked some time before he could earn the money paid him. An apprenticeship in railroad business, especially in the higher departments, and the training of the mind to a railroad direction from youth up is absolutely indispensable to that efficiency which alone will qualify a man for a distinguished position of responsibility.

It was on a short time ago that a man of 50 came to my office and asked to be employed as a brakeman. I remarked that he was too old, and that his back was too stiff for such work. He was quite hurt at my disparaging allusion to his back, and declared his back was "as good as mine"—he "knew more about his back than I did." I then told him if he were started by Mr. Woodford or Mr. Webster, as a brakeman, he would certainly be killed in a week, and he could not decently come there and ask us to be at the expense of burying him. He said he did not want any man to bury him; he would bury himself without any of my assistance. I then made a remark about his legs being rather slow, when he left the office highly incensed.

I would like to mention a matter here, if Mr. Muir will excuse my telling tales out of school: A wise-faced, toothless, old man,

and the universal regret that was felt at the time, known that you were to leave service, showed how popular you were. Your friends, taking advantage of the feeling of wide-spread regret, considered it should take expression in the presence of you of some tangible proof of their affection. They have, therefore, the satisfaction of you to accept from them the memorial which accompanies this, a set of plate consisting of a water tankard, two goblets, with silver salver; and which has been subscribed by all classes of your late fellow-employees and friends. They also have pleasure in offering for the acceptance of Mrs. W. and your two daughters these gold watch chains and ring, which they hope will be accepted as an expression of the sincere good-feeling which they entertain for you and that they may prove to you a pleasant memorial of your long connection with the Great Western Railway Company, you fellow-employees sincerely trust you will be successful in your new duties as you in those you have now laid down, and they may have the pleasure of your friendship for many years to come.

Signed on behalf of the subscribers:  
JOSEPH TAYLOR, ALEX. McDONALD,  
J. C. NEWBURN, WM. TIPPIN,  
JOHN HALL, F. GEDDES,  
J. E. DAWSON, GEORGE WALKER,  
JOHN WATSON, JOHN MERVILLE,  
ALF. GORSALLY, JOHN CAREY,  
M. McLELLAN, JOHN PORTER,  
PETER FINN, NEDDIE TREMPER.

The presentations were then formally made and consisted of a silver set comprising a water pitcher, two goblets and a bowl purchased at the well-known establishment of Messrs. J. Lash and Co., Toronto. Upon the silver was tastefully engraved:

PRESENTED  
TO  
WM. WALLACE, ESQ.,  
BY  
HIS FRIENDS IN CONNECTION WITH THE  
GREAT WESTERN RAILWAY OF CANADA.  
Hamilton, Feb., 1873.

Two gold watches and chains enclosed in mahogany cases were next handed him for his two daughters, Miss Mary and Miss Mary A. Wallace. Upon the face of each of these watches the engraving, alike with the exception of the initials, read as follows:

PRESENTED  
TO  
MISS MARGARET A. WALLACE,  
BY  
HER FATHER'S FRIENDS.  
Hamilton, March 10, 1873.

A very chaste gold ring with emeralds, surrounded by diamonds, was presented to Miss Wallace.

The watches and ring were purchased at Mr. Betty's jewelry establishment, street west.

The address was very handsome, grooved and illuminated by Mr. W. and enclosed in a neat and chaste four feet nine inches by two feet four inches.

The chairman said: Messrs. vice men and gentlemen,—Wishing him a family, happiness, prosperity, and all good things of God's creatures, I now the great pleasure of proposing Mr. Wallace.

Before the toast was drunk Mr. Roy made some remarks endorsing the sentiment of the chairman and the address.

The toast was received with rapturous plaudits, and it was some minutes silence was restored, when Mr. Wallace the following reply.

Gentlemen: It is with no ordinary feelings that I rise to return you my sincere thanks for the very handsome testimonial and tender address with which I have been presented, and for the cordial way in which you have responded to the toast of my life. I feel that I cannot express myself as so well as I desire, or as the occasion serves, and can only say that I accept gratefully these handsome gifts. It is to me that I have done nothing to deserve such kindness, and that you are valuing highly any good qualities that I may possess. It is, however, very gratifying to me to be rewarded in this particularly kind and handsome manner, after a long service with the Company, and I ever keep fresh in my memory the evening, and think gratefully of the numerous friends who have now met me here.

I assure you, gentlemen, that it was a feeling of genuine regret that I resolved to leave the service of the Great Western Railway. Eighteen years is a good portion of a man's lifetime, and to spend these years in the same service makes it difficult for me, however slightly, such a long connection. I have seen the Great Western Railway gradually rise from its infancy in its sturdy and vigorous manhood, and I had served in it in various capacities, long and known many of its employees, and I was not easy for me to relinquish voluntarily the post which I had so long held. It was, however, a source of consolation to me to think that, although I was no longer in the service, I was not separated myself altogether from my friends; and in my kindred employment, and in the duties and business relations of everyday life I would still meet and mingle with



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5. The Lover and the Friend  
Mr. N. J. Power.

ACCIDENT FROM A PISTOL.—Yesterday morning, about nine o'clock, some boys were playing with a pistol on East Avenue. One of them, a lad aged 15 years and named James Hastings, from West Avenue, was injured by the exploding of the firearm. It appears that in handing the weapon carelessly, as the muzzle was pointed towards him, the charge was ignited, and the load was discharged almost into the child. Of course the alarm was great, and a doctor was procured and the boy taken to the office of S. MacKellan, M.D. The physician states on account of the weakness of the charge of powder, only one of the shot had penetrated, while the others had glanced off.

FEAST OF THE PASSOVER.—Last  
Feast of the Passover, yearly cele-  
our Hebrew brethren, began, and  
served by them in the city. All th  
of business are closed. From a  
for Jewish youth, we observe th  
the fifteenth day of the month A  
first month in the year, because  
month the children of Israel were  
out of the land of Egypt. In or  
fore, to distinguish this month mo  
early, it is placed at the head of th  
as it is written in the Holy Bib  
month shall be to you the first o  
it shall be to you the first of all  
the year." Neeson has 30 days.  
March 20th to April 18th. The  
called *Erev Pech*, or the day before  
over. All bread, beer or liqu  
Grain must be removed from th  
also all vessels which may hav  
The festiv

ACCIDENT FROM A PISTOL.—Yesterday morning, about nine o'clock, some boys were playing with a pistol on East Avenue. One of them, a lad aged 15 years and named James Hastings, from West Avenue, was injured by the exploding of the firearm. It appears that in handing the weapon carelessly, as the muzzle was pointed towards him, the charge was ignited, and the load was discharged almost into the child. Of course the alarm was great, and he was procured and the boy taken to S. MacKelcan's office. The physician, on account of the weaker charge of powder, only one of the shot had penetrated the chest, while the others had glanced off the skin, much blackened by the