

...as our own loved
...but more pro
...introduction of manufactur
...ad mechanical life into the Domin
...as the handmaid of agriculture our
...great national interest. The great and
...successful effort, of which as a people we
...ought to be proud, was not made in
...of individual manufacturers or
...These did not exist in
...Canada, but we became alive to the ne-
...cessity of their existence to the prosper-

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...to the patriotic policy of Can-
...ade she is now in an independent
...position, and with national pride we may
...say in the words of Smollett—

"Thy spirit independence let me share,
"Lord of the lion heart and eagle eye,
"Thy steps I'll follow with my bosom bare
"Nor heed the storm that scowls along the
"sky."

But nevertheless it is a libel to say that
there is any party in Canada that is
averse to a fair commercial treaty with
neighbouring Republic. All that as
prudent men we demand is, that this
treaty shall not interfere with that great
national policy of an independent man-
ufacturing system, to secure for the
farmer a certain market at his own
which, after all, is the only market
which he can command. This, and this
alone is the only secure position for the
the farmer. This, and this alone is HOW
THE CANADIAN FARMER IS TO BE BENEFITED.

MINOR TOPICS.

Southern afflicted India is now the scene of
serious floods. The extent of this last
calamity may, however, be considerably ex-
aggerated.

That was a very un-*"civil action"* of Mr.
Brown, to ask the London *Herald* folks to
heal the wound made in his character with a
\$10,000 plaster. But, then, what better
could be expected?

From private letters from Manitoba we
learn that the ravages of the grasshoppers
will be considerably less than was feared at
one time. It is now thought that not more
than one-third of the crop will be destroyed.

Now Kansas and Nebraska have to com-
plain of a superfluity of orthopterous visitors,
a portion of the above States having been
overcome by those troublesome pests—the
grasshoppers, which appear to have done
much damage to the corn crop.

A sum of \$12 John Macdonald was ordered
and placed in the Parliamentary Library
some two years ago. It is said
that the powers that be refuse to pay
for it. The why and wherefore is not stated,
and many people desire to hear about it.

When the truth is told it appears that no
further steps have been taken towards re-
cognising the Spanish Republic than a mere
invitation to European powers from Ger-

that bureau has held the position ever since
1839. Such a condition of affairs is certainly
a practical commentary upon our plan of
madraging the Indians, upon the millions of
treasure and hundreds of lives lost under
our system of 'how not to do it.'

A Trip over the Hamilton and Lake Erie Railway.

On Saturday last a party of gentlemen,
including several representatives of the press,
took a trip over the Hamilton and Lake Erie
Railway, at the invitation of, and accom-
panied by the General Superintendent, Mr.
M. W. Browne, and the mechanical foreman,
Mr. Wm. Rodgers.

A trip over any railway under the guar-
dianship of Mr. Browne would necessarily
be a pleasant one, even if there was nothing
but his own jolly companionship to make it
attractive—but over his own line it was
doubly pleasant, because of the interest
which Hamilton has always taken in that
line, and because of the steady improvement
which was noticeable in its condition. The
road bed is now in an excellent state, smooth
and well ballasted, and capable of permitting
high rates of speed when necessary. The
passenger cars are of the latest kind,
with all the improvements that have recently
been devised, and in nothing has there been
greater improvements of late years than
in the construction of passenger cars. It
was with pleasure and with at least a secret
satisfaction, that we encountered some of
the old opponents of the line on the train.
The elegance, the luxury, and the comfort of
their traveling surroundings made a strange
contrast with their old method of "getting
to town" over the ruts and hills and un-
tathomable depths of the Hamilton and Port
Dover turnpike.

Arrived at Jarvis, the party took carriages
for Port Dover. One of the carriages was
taken charge of by Mr. Browne himself, and
took the straight road between the two places.
The other, however, in which the writer had
the honor of having a seat, was intrusted to
a highly scientific handler of the ribbons,
who disdained any such common place per-
formance. With cracking whip and highly
artistic action he dashed round the first
corner he came to. "Was he sure he knew
the road?" "Ha, ha! Talk to him about
the road between Jarvis and Port Dover.
Hadn't he traveled it scores of times in his
youth?" By his side was seated a wholesale
merchant, and he, too, was endowed with
much topographical knowledge, derived
from his early peregrinations as a commercial
traveler. He too knew the road "like a
book" and uttered expressions of want of
confidence from the back seat. Soon, how-
ever, the jaunty air of the conductors of the
expedition began to abate. Whispered con-
ferences were held, which the back seat was
not slow to detect. Then came open differ-
ences of opinion between the two authorities.
The driver, however, had command of the
situation, and besides he had the advantage
of a fixed principle in his mind which
was that he ought to turn at every corner he
came to. This circular policy was pursued
until it forced an open confession that it
was about time to go somewhere and in-
quire whereabouts we were, and while in
pursuit of that now necessary information
we suddenly found that we were in Port
Dover, and surrounded by surprised and ex-
pectant friends. They thought we were
coming from Jarvis, they said, but we couldn't
have come from there as we had come in at
the wrong end of the town. When assured
that we had come from Jarvis they became
very curious to know what road we had
taken, but that was precisely what the
united intelligence of the company
could not explain to them. What
surprised us more than being in
Port Dover was that the Superintendent's
carriage, which had taken the direct road,
had started ten minutes ahead of us and
not yet arrived. It came, however, in the
course of about fifteen minutes, its occupants
chafing considerably at our supposed delay,
for they had walked on the road to let us
overtake them. How we had got there was
as much an enigma to them as it was to
ourselves and our Port Dover friends. There
is apparently a brilliant future before some
rising genius who will discover that road.

Our party was soon joined by Mr. Aynesly,
Reeve of Woodhouse, Dr. Walker, the

The Brooklyn *Argus* says the statement
submitted by Mr. Moulton covers more than
twice the number of pages of manuscript
used by Mr. Tilton. In the sworn statement
Moulton rests his case almost entirely on the
documentary evidence, which had been
voluntarily placed in his possession by
Beecher, Tilton, Mrs. Tilton, Mrs. Morse,
(Mrs. Tilton's mother), and other persons.
He declares with repeated and earnest as-
surances, that he has preserved his friendly
relations with all the parties to the case dur-
ing a long period covered by the documents
in his possession, and that he has sincerely
desired to effect a reconciliation between
Tilton and Beecher. When the attacks on
Tilton were made public by Beecher's
friends, Moulton felt compelled to come
to the support of Tilton, and ap-
proved of the course taken by TIL-
TON in self-defence. Moulton finds it
necessary to recur to the beginning of the
controversy, the whole difference having origi-
nated in a difference between Henry O.
Bowen and Tilton. He gives a history of
Tilton's serious complications with Bowen,
and step by step traces the progress of the
breach between them, leading up to the final
complication between Tilton and Beecher,
out of which grew the covenant. Moulton
makes incidental allusions to some of the
important interviews mentioned by Frank B.
Carpenter, especially those which related to
Bowen's connection with the case. Moulton's
narrative comes in due course to scenes be-
tween himself and Beecher in the house of
the latter, the letters written by Mrs. Tilton
at the request of her husband and Beecher,
the writing of Beecher's apology, the whole
text of which has already been made public,
the remarkable letter in which Beecher de-
scribes himself as "living on the sharp and
ragged edge of anxiety, remorse, fear, and
despair." The last-named letter has remained
in the custody of Moulton from the day it
was written up to the present time. The
small portion of it included in Tilton's
sworn statement was all that was then
placed by Moulton at Tilton's disposal. The
whole letter occupies two full pages of
foolscap paper, and the intensity of ex-
pression revealed in the extract published
is its prevailing tone throughout. All the
letters from Beecher, from which quotations
are made in Tilton's statement, have been
laid in full by Mr. Moulton before the Com-
mittee. It is established by Moulton's evi-
dence that the letter of apology written by
Beecher on the evening of January 1st, 1871,
was, as has already been intimated, written
by Moulton at Beecher's dictation, and that
Beecher himself wrote the last line and ap-
pended his signature. The statement made
by Mrs. Tilton, in her published denial, and
in her cross-examination, are not sustained
by Moulton's evidence. He states that Mrs.
Tilton communicated with him freely and
confidentially in regard to the complications
of that scandal, regarding him alike as a
friend of herself, her husband, and Beecher.
Mrs. Morse also made a confidant of Moulton,
depositing with that gentleman some im-
portant letters bearing on this case. It is
now understood that the statement revised
by Moulton will be furnished to the press for
publication about noon to-morrow.

The Brooklyn *Eagle*, in an extra issued to-
night, says: "Francis D. Moulton ap-
peared before the Plymouth Investigating
Committee this afternoon. He read to them
a very short statement, which is to be kept
private until to-morrow morning." The
Eagle, however, ascertained that it is favor-
able to Mr. Beecher. Mr. Moulton disclaims
having any testimony in his possession con-
firmatory of Tilton's charges. He said that
he was prepared to submit to the committee
the originals of the letters cited by Mr. Til-
ton in his statement; but, apart from doing
that, he had no statement to make. His
part of this business, he added, had been
that of a peacemaker, and that role he pro-
posed to adhere to. Of the gossip that had
come to his ears in any way he had resolved
to say nothing. If Beecher and Tilton were
determined to fight, he could not prevent
them, but he was resolved to add no fuel to
the flame.

Impressions of the Canadian Provinces.

MISTAKEN VIEWS AS TO THEIR RESOURCES AND
UNUSUAL DEVELOPMENT

"Let them try it." It was the most signifi-
cant and exciting scene of the entire session,
and forcibly suggested to the Americans
present the bold words of Patrick Henry in
the early days of our revolt from British
rule: "If that be treason make the most of
it."

A review of the situation after a week of
profitable and certainly delightful association
with the most intelligent and successful
business men and citizens of Canada leads
me to these conclusions:

1. That Canada has advanced a full gen-
eration in actual development and conscious
power since the Government of Great Britain
threw the Provinces on their own resources
and fostered the establishment of the Union
between them styled the Dominion.

2. That a national spirit has not only had
birth among the Canadians, but is already
such a formidable power that public men
dare not affront, but are anxious to conciliate.

3. That the ligament between the British
Government and that of Canada is of the
slenderest nature, more of form than of sub-
stance, and that Canada is now ruled practi-
cally by her own men, and will in future be
ruled only by men of Canadian opinions who
are devoted to Canadian interests. And
Canada has native statesmanship equal to
the demands of complete home rule.

4. Free intercourse, socially and commer-
cially, with the United States, will strengthen
the tendency in Canada toward republican
sentiment, and lead ultimately to a harmony
between the two nations that will place their
Governments in happy accord if it does not
unite them, and so promote peace and pros-
perity as greatly to increase the wealth and
population of both.

5. The failure on the part of the United
States Senate to ratify the newly proposed
reciprocity treaty with Canada, was a grave
mistake which cannot be too promptly recti-
fied when that body meets in December.
The danger to be apprehended is that under
the pressure of hostile public opinion in
Canada the British and Dominion Govern-
ments may disavow it and ask for its with-
drawal and cancellation.

THE EMPIRE.

GREAT BRITAIN.

—The Empress of Austria has arrived at
Byde, Isle of Wight.

—A memorial bust of the late Earl of
Aberdeen has been placed in the west aisle
of Westminster Abbey, near that of Sir
George Cornwall Lewis. The bust is in
marble, mounted on a handsome bronze
bracket, and is said to be a faithful repre-
sentation of the deceased statesman. The
sculptor is Mr. Noble. The following is the
inscription on the bust: "George Gordon,
fourth Earl of Aberdeen, K. T., K. G., born
January 28, 1784; died December 14, 1860.
Ambassador, Secretary of State, Prime Min-
ister."

—President McCosh of Princeton College
was given a complimentary breakfast at Bel-
fast, Ireland, on July 23, at which Sir
Thomas McClure presided. In the course of
his remarks Dr. McCosh alluded to Prof.
Goldwin Smith's assertion concerning the
attitude of Americans toward Great Britain,
and said that when he first visited America,
in 1866, and afterward went to reside there
in 1869, there was, as they thought, cause of
irritation, which found expression in the
public prints and in the speeches of public
men. There were times when he felt of-
fended and remained away from public meet-
ings lest their should be manifestations
against Great Britain, which he never liked,
and which he thought to suppress; but since
the settlement of the unfortunate Alabama
claims, he could say, and he believed, he had
better opportunities of knowing the opinions
of influential men from the most distant parts
of America, that from that time to the present
he never attended a public meeting at
which a single offensive allusion was made
to Great Britain, and he believed if any man
had the impudence to stand up and make
such an allusion the whole audience would
utter a protest of a decisive kind, and he
believed would put him down on the instant.
He wished it to be widely known in this
country, that among the great mass of the
American people there was now the warmest
feeling of friendship towards this country.

AUSTRALASIAN COLONIES.

will be considerably less than one-third of the crop will be destroyed.

Now Kansas and Nebraska have to complain of a superfluity of orthopterous visitors, a portion of the above States having been overcome by those troublesome pests—the grasshoppers, which appear to have done no damage to the corn crop.

A note of Sir John Macdonald was ordered for and placed in the Parliamentary Library at Ottawa some two years ago. It is said that he writes to say

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as compared with their republican opponents. They have lately gained some important advantages, and if they keep on at the present rate of progress it may soon become a question for the European powers to consider whether or not they should consider the propriety of recognising the government of Don Carlos.

Now Louisville, Ky., rejoices in a full grown abduction sensation. This is no child's affair at all. The victim as well as the perpetrator had reached years of mature manhood. The circumstances are these: Mr. D., a Jeweler, while on his way home on a night was seized by four masked men, and no trace of him has since been found. Well, it would look rather too much like monopoly if Philadelphia was to have all the abduction business to herself.

Mr. FRANK MOUTON has said his little say about the Beecher-Tilton business, but with provoking perverseness both he and the Committee of Investigation decline to indicate what he did say or even whether it favored either party and if so which. The statement is promised to the press this afternoon, and it will be looked for with a good deal of interest, since many people have pretty well made up their minds that the whole case hinges upon this man's testimony. What reliance, if any, may be placed upon it is hard to decide, since the witness was very unwilling to testify and seemed determined to tell no more of what he knew than he was forced to. This circumstance has given rise to doubt in the minds of some that his statement must be a very partial one, and therefore not to be implicitly relied upon. However, when the statement has been published "we shall see what we shall see."

The Baltimore Sun, with the intention of dealing a back-handed slap at the Washington Government for the nondescript policy pursued towards the Indians of the United States, makes very complimentary allusion to the Indian policy of Canada, and points out as an example which the American Executive might follow with profit. It says: "Our Government's Indian policy would assume an economical as well as humane shape by the adoption of the Canadian manner of dealing with this troublesome subject. Their Indian Bureau pursues a genuine peace policy, which, in its practical

Door, and surrounded by suspicious and expectant friends. They thought we were coming from Jarvis, they said, but we couldn't have come from there as we had come in at the wrong end of the town. When assured that we had come from Jarvis they became very curious to know what road we had taken, but that was precisely what the united intelligence of the company could not explain to them. What surprised us more than being in Port Dover was that the Superintendent's carriage, which had taken the direct road, and had started ten minutes ahead of us had not yet arrived. It came, however, in the course of about fifteen minutes, its occupants chiding considerably at our supposed delay, for they had waited on the road to let us overtake them. How we had got there was as much an enigma to them as it was to ourselves and our Port Dover friends. There is apparently a brilliant future before some rising genius who will discover that road.

Our party was soon joined by Mr. Aynesly, Reeve of Woodhouse, Dr. Walker, the Messrs. Riddel, Dr. Stewart, and other prominent gentlemen of Port Dover, who courteously showed us over their harbor, and pointed out the advantages of Port Dover as a terminus of the Hamilton and Lake Erie railway. Returning to the hotel, the superintendent and our Port Dover friends had a "big talk" about the extension of his line to that point. Port Dover is naturally anxious for the extension, and the conference held will, probably, not be without its influence in causing proper steps to be taken for that purpose.

On the return home Mr. Brown invited his guests to join him again on Monday afternoon to visit that part of the line between the Hamilton Station and the Bay, and the invitation was accepted. Yesterday afternoon, accordingly, the party considerably reinforced in numbers, proceeded by train from the Station to the Hamilton and Lake Erie Wharf. The track on this important section of the line is now open for traffic, though a little ballasting has yet to be done. All the party were astonished at the progress that had been made in so short a time. The wharf runs out in the bay seven hundred feet and is finished with the exception of the freight shed, which is under rapid progress. The shed is 300 feet long and 30 feet wide. Its floor is on a level with the floors of the freight cars, which will be great convenience in the movement of goods. Two large schooners were at the wharf shipping timber for Quebec; one of these was the Gullinar, owned by Mr. Myles, of Hamilton, and commanded by Capt. Sweet. The timber came from the Southern Railway, and a number of cars from the same line were awaiting their turn for the transshipment of their contents. The whole aspect of this lately secluded spot has been changed to one of commercial activity, which will rapidly develop. The one thing wanting is a grain elevator, and we are permitted to hope, at least, that that will not be wanting long.

Mr. Haskins sent the party a present of a few bottles of Canadian manufactured champagne, made by himself from grapes of his own sowing, and of a quality which may well make Roderer and Mum look to their laurels. Toasts were drunk in this sparkling beverage, and one of them brought out an interesting speech from Mr. Mason of Highgate. (A station on the Southern road about forty miles above St. Thomas), Mr. Mason said that a year ago Hamilton was known to him, and to the people of his section only by name. They had no trade relations with this city at that time, but the opening of the Southern and of the Hamilton and Lake Erie had brought them to the front, and they felt that the proper channel had been opened for their trade, and that the proper men were at the head of it. He had met Mr. Brown before and found him a live man of business, and he had similar testimony to bear of Mr. Wylie, the Hamilton agent of the Southern. He was now shipping the produce of his mill over these two lines, and he was certain that this was but the opening of a trade that would be highly profitable to Hamilton, as well as to them.

Beside Mr. Brown, the success of this pleasant little trip is owing to Mr. A. A. Wylie, the popular agent of the Southern line, in Hamilton, to Mr. W. H. Gillard, of the firm of Jas. Turner & Co., and to Mr. Rodgers, mechanical foreman of the H. & L. E. Ry.

Committee this afternoon. He read to them a very short statement, which is to be kept private until to-morrow morning. The Eagle, however, ascertained that it is favorable to Mr. Beecher. Mr. Moulton disclaimed having any testimony in his possession confirmatory of Tilton's charges. He said that he was prepared to submit to the committee the originals of the letters cited by Mr. Tilton in his statement; but, apart from doing that, he had no statement to make. His part of this business, he added, had been that of a peacemaker, and that role he proposed to adhere to. Of the gossip that had come to his ears in any way he had resolved to say nothing. If Beecher and Tilton were determined to fight, he could not prevent them, but he was resolved to add no fuel to the flame.

Impressions of the Canadian Provinces.

MISTAKEN VIEWS AS TO THEIR RESOURCES AND POPULATION—EXTRAORDINARY DEVELOPMENT OF THE NATIONAL SPIRIT—OPINIONS ON THE RECIPROCALITY TREATY—THE FUTURE OF OUR NORTHERN NEIGHBORS.

[From an Occasional Correspondent of the New York Tribune.]

ST. JOHN, N. B., July 30.—Since last Monday morning the delegates to the Dominion Board of Trade have been making a tour of pleasure through the Provinces east of New Brunswick, first visiting Prince Edward Island, where their entertainment was really princely, and then seeking the points of most prominent interest in Nova Scotia. To-day, the parties having all returned to St. John, informally separated, each seeking his distant home. The result of the meeting of the Board of Trade in St. John, and the knowledge gained of the resources of these maritime provinces by the excursions through them that followed, and the pleasant associations formed between the delegates from all parts of Canada, cannot fail to prove in the highest degree beneficial to the Dominion in consolidating the union and liberalizing the legislation that shall ensue, for Canada, like all other territorially great countries, has apparently antagonistic interests to be served. There is the agricultural interest, the maritime interest, and the navigation interest, each having its seat of power in provinces remote from each other, and a strongly patriotic sympathy must be awakened between these provinces, else discord in their government will be almost sure to follow. Such sympathy has in a remarkable degree been awakened and strengthened by the recent session of the Board of Trade, and the extended tours of observation it has led to through the maritime provinces; and indeed the Western provinces, which politically are the controlling power of the Dominion, have good reason to be proud of the maritime provinces.—New Brunswick, Prince Edward's Island and Nova Scotia—for the population of the latter States, so far from being long isolated and hid away from civilization by hyperborean fogs, as the average reader of transatlantic sea voyages is apt to conclude, is found by the surprised visitor to be an intelligent, enterprising and wealthy people, cultured and refined by over a century's contact with the world's commerce, and actively sympathizing in the rapid progress of the day by building ships and sailing them, by building railroads and telegraphs and using them, and by making a citizen of the United States who, for the first time, enjoys the hospitality of the people and becomes acquainted with their large-mindedness, feel that if he were not a citizen of the States he would be glad to be a Canadian.

Although the Board of Trade meeting brought out the very strongest expressions of hostility to the treaty lately drawn up between the Canadian Government and the United States, there was not in all the speeches that were made a single sentence that was lacking in respect to the American people. On the contrary, all was praise, and the only wish uttered was that the treaty might be so amended as to be just and equal in its operations. Freer trade and intercourse with the people of the United States as their nearest neighbors was the ruling desire of all. And this they sought, not as a commercial necessity, but as a convenience and an expression

of the first visited America. He went to reside there, as, they thought, cause of irritation, which found expression in the public prints and in the speeches of public men. There were times when he felt offended and remained away from public meetings lest they should be manifestations against Great Britain, which he never liked, and which he thought to suppress; but since the settlement of the unfortunate Alabama claims, he could say, and he believed, he had better opportunities of knowing the opinions of influential men from the most distant parts of America, that from that time to the present he never attended a public meeting at which a single offensive allusion was made to Great Britain, and he believed if any man had the impudence to stand up and make such an allusion, the whole audience would utter a protest of a decisive kind, and he believed would put him down on the instant. He wished it to be widely known in this country, that among the great mass of the American people there was now the warmest feeling of friendship towards this country.

AUSTRALASIAN COLONIES.

—In a prize-fight near Ballarat a man named Blair was killed by his opponent.

—Fiji is impatiently waiting the decision of the British Government on the question of annexation.

—The rope-walker Blondin is now giving exhibitions in the Southern Pacific, and at last advices was at Queensland.

—The wreck of the British Admiral has been sold for £2,150. The bodies of six victims of her wreck, washed ashore, were properly interred.

—The proceedings in the South Australian Assembly on the 9th of June are described as extremely disgraceful. No particulars have been given to the public.

—The commissioners sent from France to New Zealand to investigate the facts relative to the escape of Roebuck have been at work, the result being that all the convicts in New Caledonia will be removed to the Island of Pines for their better security.

—Immigrants are arriving in New Zealand from Great Britain at the rate of 6,000 per month. Wonderful gold discoveries are reported in the Thames district, forty miles from Auckland.

WEST INDIES.

—Quarantine is rigidly enforced at St. Thomas in cases of all vessels coming from Jamaica, where small-pox was still raging.

—According to intelligence from Kingston, Jamaica, to August 8, a severe shock of earthquake was felt at noon on that day, at St. Kitts, St. Thomas, and Antigua. The oscillation was fully a minute in duration. No damage reported.

CANADA.

—Admiral Welleley has left Halifax for Quebec on board H.M.S. Bellerophon.

—It was reported in Quebec on Monday that the Hon. J. J. Ross, Speaker of the Legislative Council of the Province, had resigned.

—Mr. Hagewood, C. B., reports the line surveyed by him between French River and Pembroke to pass through an excellent country for settlement.

—Two convicts in the Sandwich jail at tempted on Saturday last to secure their liberty, in this endeavor making a desperate assault upon Mr. Leach, the Governor.

—The natives visiting on the lines colonial near Bathurst appear to be a very set, for on Saturday last a constable was in the execution of a civil process was mortally assaulted.

—The little son of a butcher living at Prescott entered his father's stable on Monday and received so severe a kick on the forehead from one of the horses that his recovery is very doubtful.

—A shocking accident occurred at McEwen ship-yard, St. John, N. B., last Saturday afternoon, by which ten men were precipitated from a distance of thirty-eight feet all but one of them sustaining very serious injuries.

—An absent-minded druggist at Orangeville, while making up a prescription for a customer, managed to put in four grains of arsenic. The patient who swallowed the dose was taken very ill, and owes his life to the prompt and efficient attendance of a

INSPECTION OF CSR
FIRST DAY.
MONTEAL, Oct. 1.—The Evangelical Alliance opened this evening at eight o'clock at the American Presbyterian Church. The chair was occupied by Prof. Dawson, and Dean Bond of Montreal conducted the opening services.
The Rev. Dr. Jenkins, of St. Paul's Presbyterian Church, Montreal, delivered an address of welcome to outside delegates on the Alliance.

FORTHCOMING INSPECTION
OF CSR
(HALL OFFICIALS)
HDS 2 Oct 1874

Captain—B. K. Hope.
Secty.—Henry H. Sadleir.
Committee—J. H. Park, E. S. Clouston and G. Mainwaring.
On the cricket ground every Tuesday, Thursday and Saturday mornings the club meet for practice. A more healthful or manly recreation does not exist, and we hope the young men of Hamilton will give it the best share of their patronage.

A GREAT RUSH.—Yesterday at W. Brown's Bookstore, when the sale of tickets for the Opera commenced, such a startling rush was made to secure seats, in fact such an early effort to gain the best places, at an entertainment, is unknown in this city. This is extremely pleasant news, and we are certain that the favorite Opera, "The Doctor of Alcantara," as presented by the talented ladies and gentlemen whose names are on the programme, will not fail to give even better satisfaction than on previous occasions. An early call at Brown's is absolutely necessary for the possession of the good seat checks.

LARGE DELIVERIES OF GRAIN.—The recent high prices paid for barley have stimulated farmers to deliver freely, and already the receipts at the Port of Oshawa exceed those of last year at the close of navigation. The receipts foot up nearly 75,000 bushels. The current price up to Sept. 26 was \$1 per bushel. As soon as it became known that Toronto and other markets had declined, the price fell to 98c, closing with a downward tendency. The quantity delivered is variously estimated at from 50 to 80 per cent. of the crop. Deliveries of wheat have been free, the prices ranging from \$1 for spring to \$1 06 for white.

TRUTH STRANGER THAN FICTION.—We have to-day read in Messrs. Moore & Co., Guelph, an interesting copy of the Beecher Tilton Case, which contains a graphic record of the social sensation that the case contains biographical details, with a history of the most valuable information on therewith. The book is in great demand, and is selling rapidly. Messrs. Moore & Co. want agents for the sale of this interesting work and offer special inducements.

CRICKET MATCH.—A cricket match will be played to-morrow afternoon between 22 retired cricketers and 11 of the Hamilton club. This is the return match, and like the last one it gives promise of plenty of fun if nothing else. From the exaggerated opinion which the "old buffers" had of themselves last time we were misled into bragging prodigiously on their prowess, but this time we shall await the result.

NOR A QUORUM.—The meeting of the Board of School Trustees was not held last night, owing to the want of a sufficient number to carry on business. The recent "bone" being fully picked, and the heavy rain of last night were no doubt the causes of this dampening of the ardor of the Board. Those

During the evening, on the motion of Rev. Mr. Wells, the whole audience joined with him in repeating the Apostle's Creed as a tangible and definite expression of their common faith.

At the close of the speaking, a Committee was appointed to make arrangements for the organization and work of the Dominion Alliance.

This being the first meeting of the General Conference of the Dominion Evangelical Alliance, and notwithstanding an admission fee, the large church was packed to its utmost capacity.

The meeting was dismissed with the benediction, pronounced by the Rev. Dr. Taylor, of Montreal.

To-morrow the Conference will commence its real work. The day will be taken up in discussing Christian union and kindred topics.

INSPECTION OF THE CANADA SOUTHERN RAILWAY.—At the H. & L. R. station this morning, a short time prior to the departure of the morning train, a large party of the leading merchants and influential men of the town assembled to take passage on special Pullman and H. & L. E. car for Toledo, Ohio, the terminus of the Canada Southern Railway. The object of journey of these gentlemen over the road was to observe the country through which it passes with a view to future business with that section. Among those who were present we noticed Jas. Turner, Esq., President of the H. & L. E. R. R., Jno. Stuart, D. Gibbs, G. H. Furner, Hon. Isaac Buchanan, G. W. Yarker, N. Hammond, S. Jones, F. Bruce, J. G. Buchanan, Times, Adam Brown, Jno. Brown, A. Wylie, W. McCulloch, Alex. Harvey, Jno. Harvey, and about 30 others. The cars are expected to return to-morrow evening.

NARROW ESCAPE.—Two young ladies were this morning crossing the Great Westing railway at the Wellington street crossing when one of them in stepping over the culvert slipped off the rail and got her foot caught in the iron cattle guard. The nine o'clock train was coming up from the east at a rapid rate, and the young lady now saw that she was in imminent danger. She struggled violently to extricate herself, but without success. The lady accompanying her was probably so frightened that she could not assist her—at least she did not, while every moment brought the thundering train nearer and nearer. A Mr. Gourlay, who was standing at a house down the street, saw the difficulty and hastened to the spot just in time to save the young lady from being crushed to death.

COUNTY COURT.—On Monday next, the 5th inst., a County Court will be held in the Court House. The session will take place without a jury. It may not be generally understood that County Court cases—that is, motions for accounts, etc., under \$400—cannot be entered and tried at the assizes, except on the order of the Judge of the Superior Court. This is done by the repeal of a clause in the former law, and is for the

tion of the root and socket.
—THE BEGINNINGS OF LIFE.—The well known work by Dr. Bastian on "The Beginnings of Life" continues to attract considerable attention in scientific circles. The theory which the author urges is the possibility of deriving living beings from dead organic matter; and to this species of transformation he gives the name of archeobiosis. He shows that the bacteria are generated in liquids in which no germ can be discovered under the highest microscopic powers, and he tacitly concludes that they must either be derived from invisible germs, or that they have been produced in the fluid by a process of archeobiosis. He also shows that bacteria are killed by heat, but that they are nevertheless developed in the liquids which have been raised to the boiling point. These results are not accepted by many as conclusive; but the doctrine of archeobiosis, or of spontaneous generation, as it is sometimes called, may be regarded as worthy of serious attention, when such men as Dr. Bastian argue in its support.

ORIGIN OF TYPHOID FEVER.—An English professor claims to have discovered a new cause of typhoid fever. A family in the neighborhood was attacked with a severe type of the disease, and, on a careful search of the premises, a spout in the pump was found to be covered with a sort of gelatinous matter. Submitting this to microscopic investigation, it was seen to be a fungoid growth, from which spores were constantly washed away by the flowing water. Following up this discovery by a minute examination of the outlet of the sewer, through which the drainage of the town flowed, there were found fungoid growths of a similar nature to those in the pump spout. In the vicinity of this outlet the fever had also prevailed. Having cases of the fever in his own family, the professor followed up his inquiry by a chemical analysis of the water drunk, and found in it minute spores of the same fungus. His conclusion is, therefore, that the fever had its origin in the fungus matter taken into the system, where it ferments as yeast in beer, and poisons the blood.

HEIGHT OF THE HUMAN SPECIES.—M. Silbermann shows the average height of the male and female population of France, taken in a certain position which he names the "geometric," is 1.600040 meters, or two meters. If in the same position the hands are comfortably extended over the head, two individuals laid lengthwise, with fingers touching, would thus measure four meters, and this he terms the base of the harmonic proportions of the human race. Thus this harmonic base is four times one meter, just as the meridian is four times ten million meters, and the relation of the two integers is as 1 to 10,000,000. From these considerations he draws proof of the equality of the sexes, as they exhibit woman not as a complement to the male portion of the race, but as constituting normally and by right half of the human family. M. Silbermann arrives at the conclusion, as the result of his various investigations and studies, that the average height of the human race has remained unchanged since the Chaldean epoch 4,000 years ago.

HYGIENE FOR THE AGED.—In one of his recent clinical lectures at Guy's Hospital, London, Dr. Habershon referred to the case of an old man who died simply from the shock produced by going out into the cold and fog, which, though only an inconvenience to people generally, was sufficient to lead to a fatal result in one whose circulation had become enfeebled, and whose vital force had so nearly lost its power. Dr. Habershon also alluded to an instance of longevity of which he had been informed by a gentleman—the case being the latter's mother, who had died at the age of 102, and who, during the winter months, used to refuse to get up, saying that she was warm only in bed. To this uniform warm temperature the fact of her great age was doubtless owing, and Dr. Habershon urges that, in prescribing for old people, they should be advised to "keep warm"; and as they cannot eat large meals, they should take them more frequently. There are many of them, also, who wake up at about 3 or 4 o'clock in the morning, and it is a good plan for them to have some nourishment then; otherwise the interval between the night and morning meals is too long for their declining strength. The life of the aged may be considerably pro-

convicted of a Medimon, in not have been sentenced varying from London, Oct. 3 Berlin to the 2 William has w regretting that Rome in the aut

New York, O Arrived, steam and Claribel from The shipping failed. Their seriously effect

Washington, C New England falling baromet occasional rain. ing barometer, warmer and part in westerly New For the upper barometer, north orally clear west move nearly due lakes by fresh t west winds an weather.

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UN New York, O curred this mor three box facto frame tonemet The fire origi Smith on Frei before the fir thence extend & Church, adjoi houses in the s factory. Thei barely time to their effects be car stales and the horses rem flames under o The losses and Glancon Pa cross saw mills burned this mo surance. One of employment

WASHINGTON, Over the Midd west winds, warmer, and rain. In North afternoon with New England, uly winds, tall weather and r continue at Buffa

SPECIAL

Oct. 2.—Mr Customs Mr General, and

Rev. Phillips Schaft, is a German by birth, has resided for many years in the city of New York, and responded with considerable efficiency to the duties of the Rev. Luther, some of the residents of New York, Hampshire, The Rev. York, is a Minister for some years in the Sunday School of very great ability and the success attributable to Mr. H. Th. of the Y. M. who has done philanthropic work, irrespective of creed and distinction.

Prof. Macknight, of Halifax, is a Presbyterian, and is President of the Presbyterian College at Halifax. He is an author of considerable ability and distinction and has contributed many valuable articles to the *Leisure Hour*, *Sunday Magazine*, and other publications. His articles are characterized by strong originality, and have gained him a very considerable reputation.

The Rev. John Lathern is a leading Wesleyan minister of Halifax. We believe he preaches in the Dorchester street Wesleyan Church on Sunday morning next.

The Rev. G. M. Grant is a young minister of the Church of Scotland; indeed he is one of the youngest delegates to the Convention. He is minister of St. Matthew's Church, Halifax, and is chaplain to the Scottish troops at that station. Mr. Grant was Secretary to Mr. Sandford Fleming, and is well and favorably known as the author of "From Ocean to Ocean."

The Rev. W. H. Poole is minister of the Queen street Wesleyan Church, Toronto. He is a man of much ability, and has gained considerable local reputation.

The Rev. Dr. Cramp is an old and well-known minister of the Baptist Church. Some years ago he was stationed in Montreal, and was President of the Baptist College on Guy street. He is at present stationed at Wolfville, N. S., and is about eighty years of age. He is a man whose ability has not decreased with his increasing years; indeed, age seems to be continually adding to his abilities. He is the father of Mr. Thomas Cramp, of the firm of David Torrance & Co., and also of S. B. Cramp.

The Rev. Dr. Nelles is a Canadian of German extraction, and has for twenty years been the Principal of Victoria College, Cobourg.

The Rev. Dr. Black of the Free Church of Scotland, is an Irishman by birth, and succeeded Rev. Donald Fraser in his charge at Inverness, Scotland, when the latter was removed to London. He has made himself exceedingly popular, and has been very successful.

Mr. Henry Varley is well known as a Baptist preacher, whose labors have been continued in season and out of season.

The Rev. Dr. McCosh is principal of Princeton College, New Jersey, is eminent as a Theologian and a man of science, and has written a book entitled "Scottish Philosophy."

The Rev. J. M. Gibson, M. A., was for some years assistant at the Episcopalian Church of this city, which position he recently left to accept a charge in Chicago.

Professor Daniel Wilson is professor of Literature and History in University College, Toronto, author of "Prehistoric Man," and other works, and a zealous and active Sabbath School worker. He is a brother of the

the standard for all, highly-cultured, insist upon a style, astonish and be- as

are but five curves on the line and no grade over 20 feet to the mile. You can look from the platform at the tail end of the train and see the rails stretching behind until they appear to meet. The Canada Southern system is now built from Fort Erie to Amherstburg and from thence to Toledo on one side and Detroit on the other. Opposite Amherstburg on the American side it is built to a small town called Fayette, and they are working from thence on to Chicago. It has likewise a branch from St. Thomas to Mooretown, on the St. Clair, where it stretches into the State of Michigan. It has a total mileage of 447 miles.

The party are under obligations to Mr. Winslow, the Auditor of the Company, and to Mr. Brandon Mosby, the General Superintendent of the division extending from Amherstburg to the Junction, and thence each way to Toledo and Detroit for their kind attention to our wants.

The receipts at the Custom House, London, Ont., during the past quarter were \$47,906 in excess of the sum received during the same period last year, which shows that no deficit in the revenue will result from that quarter.

On Friday morning of last week a party of gentlemen left Hamilton by invitation on the 9:10 train via the Hamilton and Lake Erie and the Canada Southern Railways to Toledo.

The party consisted of the following gentlemen: B. E. Charlton, Mayor; James Turner, President of the H. & L. E. R.; Adam Brown, John Stuart, M. F., A. A. Wyllie, local freight agent C. S. R.; Hon. I. Buchanan, Alex. Harvey, John Brown, John Winer, Samuel Nash, J. Robertson, John Oyster, John Harvey, W. H. Gillard, Thos. Saunders, A. Murray, G. H. Futner, J. Bell, Ald. Eastwood, J. Simpson, W. McCulloch, D. Gillies, Mr. Anderson, of Glasgow; F. C. Bruce, R. Banner, Geo. Black, Captain Harbottle, John McLean of the Mail, and J. G. Buchanan of the Times.

These were invited to examine the line of the Canada Southern Railway and its connections. The company had thoughtfully provided for the exclusive use of these gentlemen one first-class car and the "palace car," "Ontario," of the Canada Southern road. These cars were all new, elegant and comfortable, the "Ontario" being very much admired with its tasty carpets, beautiful mirrors and easy chairs. The train left Hamilton on time, passing over the Hamilton and Lake Erie Railway. And here, by the way, your correspondent cannot help expressing his admiration of the magnificent panoramic view obtained from the car windows as the train ascends the mountain, of Hamilton, the Bay, the Beach and the splendid farming country stretching towards Niagara. He ventures to say that few people in Hamilton, comparatively speaking, are aware that they have at their doors, almost, such a delightful vision of nature. We pass rapidly through Bynal, named after "Honest Joe" Benton, Caledonia, where the H. & L. E. R. is crossed by the Grand Trunk road, and pass on to Hagersville, where the Canada Southern road crosses. I may add here that at the next station, Jarvis, the Air or Loop Line of the G. W. R. crosses the H. & L. E. R. Thus the latter company crosses at right angles the three important roads of Western Canada. The road bed is in excellent order, well ballasted and level, the only parts made of stone—a relic of the old H. & P. D. R. being particularly good. The cars and rolling stock are of the best and your correspondent predicts for the H. & L. E. R. a long career of prosperity that will steadily increase with

INSPECTION OF CSR REPORT

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Railway Excursion.

A TRIP OVER THE H. & L. E. R. AND C. S. R. FROM HAMILTON TO TOLEDO AND RETURN.

are but five curves on the line and no grade over 20 feet to the mile. You can look from the platform at the tail end of the train and see the rails stretching behind until they appear to meet. The Canada Southern system is now built from Fort Erie to Amherstburg and from thence to Toledo on one side and Detroit on the other. Opposite Amherstburg on the American side it is built to a small town called Fayette, and they are working from thence on to Chicago. It has likewise a branch from St. Thomas to Mooretown, on the St. Clair, where it stretches into the State of Michigan. It has a total mileage of 447 miles.

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New Advertisements.

WANTED BY A PROMINENT LIFE INSURANCE COMPANY, energetic Agents for the city of Hamilton and for all parts of the Province of Ontario. To the right kind of men a most liberal compensation will be given.

P.O. BOX 180, Montreal.

October 5, 1874. d238-31

NOTICE

To Slaters and Galvanized Iron Workers.

TENDERS ADDRESSED TO THE UNDERSIGNED will be received till noon of Saturday the 10th inst., for the Slatting and Galvanizing Iron Work of Christ Church.

Plans and Specifications can be seen on application to the clerk of works at the building.

JOHN BURTON, Secretary, Christ Church Building Committee

Hamilton, Oct. 5, 1874. d238-31 and

NOTICE TO BUILDERS.

SEALED TENDERS WILL BE RECEIVED until six o'clock p.m., on

THURSDAY, Oct. 8th Inst.,

From parties desirous of contracting for the erection of a Reel House in No. 3 Ward in this city. Plans and Specifications may be seen and all information obtained upon application at my office at any time prior to the above date.

The lowest or any tender will not necessarily be accepted.

A. H. HILLS, Architect, 44 Charles Street.

Hamilton, Oct. 5, 1874. d238-31

OYSTER SUPPER.

Burlington Temple, No. 470,

I. O. G. T.

WILL HAVE AN OYSTER SUPPER IN Their Hall, Corner of James & Rebecca Streets.

On Monday Evening October 6th.

A good Programme of Entertainment will be provided. Refreshments served at 8 O'clock. Tickets 25 cents.

Hamilton, Oct. 5, 1874. d238-32

LIST OF GIFTS.	
One Grand Cash Gift	\$250.00
One Grand Cash Gift	100.00
One Grand Cash Gift	75.00
One Grand Cash Gift	50.00
One Grand Cash Gift	25.00
5 Cash Gifts, \$20,000 each	100.00
10 Cash Gifts, 14,000 each	140.00
15 Cash Gifts, 10,000 each	150.00
20 Cash Gifts, 8,000 each	160.00
25 Cash Gifts, 4,000 each	100.00
30 Cash Gifts, 3,000 each	90.00
50 Cash Gifts, 2,000 each	100.00
100 Cash Gifts, 1,000 each	100.00
240 Cash Gifts, 500 each	120.00
500 Cash Gifts, 100 each	50.00
18,000 Cash Gifts, 50 each	850.00
Grand Total 20,000 Gifts, all Cash	2,500.00

PRICE OF TICKETS.

Whole Tickets	\$50.
Halves	25.
Fourth, or each Coupon	12.50
11 Whole Tickets for	500.
24 Tickets for	1,000.

For Tickets and information, Address, THOS. E. BRAMLETTE, Agent and Manager, Public Library Buildings, Louisville, K. October 6, 1874. d238-191-w40-11

LANCEFIELD'S LENDING LIBRARY!

Full Particulars on application.

6 MARKET SQUARE

Hamilton, Oct. 3, 1874. d24-17

ONTARIO VINEGAR WORKS.

Birely & Co.,

BONDED

MANUFACTURERS,

JAMES STREET,

HAMILTON, ONT.

Hamilton, Oct. 3, 1874. d238-31

THE CHILDREN'S HOME

ON MONDAY EVENING NEXT, 11th Inst., the

Rev. J. Bowman Stephenson

will deliver a lecture on the work of Home at the

CENTENARY CHURCH.

Chair to be taken at 8 o'clock precisely by E. Sanford, Esq.

During the evening a choir of 60 of Home children will sing several of the best patriotic and sacred songs used in institutions.

Admission free to adults.

Hamilton, Oct. 5, 1874. d238-31

THE DAILY SPECTATOR MONDAY EVENING OCT 5, 1874.

INSPECTION OF C&R
REPORT

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igical Alliance.
FERENCE AT MONTREAL.

following accurate sketch of
of the various delegates,
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ith the gentlemen referred to:
been seen by the programme
in Evangelical Alliance, many
gentlemen both of the clergy
as delegates. Considering
e of interest to our readers to
sion of some little informa
he strangers, we append brief
ew of them.
Cavan is, as his name would
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of the Rev. Donald Fraser has
prominent before Montreale
by birth, he emigrated here at
and was an aged in mercantile
a city, both as a clerk and
principals. He subsequently
s Ministry, and was for some
cho Pastor of Ode street Free
which received a call to the

not only the
obligations of propriety and order, but also
the high uses of refinement and education in
the service of the living God. Law was good
if properly used. Art was good for the
Church, if they employed it rightly; if they
allowed it to be a handmaid, but not a mis
tress, in the house of God. Two principles
appeared beyond question. First—Art must
be subordinate to the necessities of Christian
truth. No artistic creation, however exquis
ite, was admissible in the Church which de
stroyed or misrepresented sacred realities.
Secondly—Art must be controlled by the
character of their dispensation in all that
concerned buildings erected for religious use,
and the various accessories of Christian
worship. This last principle, of course, ex
cluded all typical appointments, as such
were appropriate only to artistical dispen
sation. He used the word "typical" in
the theological sense and distinct
from symbolism, which was not confined
to any one dispensation. All these types were
shadows of things to come, and in this dis
pensation there was no need of such—"No
appropriateness in them." We had not
shadows of heavenly things, but the heavenly
things themselves, and they had no need of
altar veils, priestly robes, mitres, &c., and to
introduce such things as of religious obliga
tion was to commit what was in such mat
ters a very serious anachronism. That was
outlasting the types and fore-shadows after
the fulness was come. The question of sym
bolism was not so easily settled. It was said
that to represent truth through the senses of
the mind was desirable, as inducing powers
of contemplation, habits of reverence, &c.,
and in this matter the use of statues, pic
tures, candles lit in broad daylight, cruci
fixes, postures, and attitudes of all sorts
were vindicated on the ground of symbolical
intent and meaning, and it was main
tained that the use of external emblems
to produce external expressions should
be sought and not avoided in order to
induce analogous internal affections and
feelings. For instance, it was proper to un
cover the head in order to express reverence
and honor, to stand during prayer and praise,
lay on hands at ordinations, and to take the
Lord's Supper, but it was not proper to re
present the Holy Trinity with the thumb and
finger, to impose the old heathen invention
of priestly tonsure, or to add formulas to the
service of baptism and the Lord's Supper not
mentioned in Holy Writ, and necessary to
the ordinances as instituted by Jesus Christ,
and tending to involve them in a supersti
tious haze. Nor was it proper to bow the
knee at particular places, or in passing or in
approaching the altar, because that was
against the whole tone of their dispensation,
as localising sacredness, and to preserve
their evangelical Christianity they must
be very careful what kind of sym
bolical forms, external, as the cruci
form shape of the church, a lofty roof,
an upward reaching spire, were always ad
missible, but the question of introducing
decoration of figures on their walls and win
dows, the free use of color, and music to

the coming years, as the country gets mor
thickly populated and trade is directed into
its natural channel.
At Hagarville our cars are switched off
the H. & L. E. Railroad and we are attached
to the Canada Southern Express train. We
bowl rapidly and easily along over a road bed
as level as the skill of competent engineers
working on a level table-land can make it;
no grades, scarcely any curves, well ballasted,
substantial and good. St. Thomas is
reached shortly after two, and the party sit
down to a dinner at the station dining room.
One cannot say too much in praise of this
dining room. The room is neatness, clean
liness and spaciousness itself, and the dinner
is of a more elaborate kind than usually falls
to the lot of a hungry traveler. The wait
resses must be put through a lesson every day
of the names of the nine or ten courses that
are served out, so rapidly do they enume
rate them. A bill of fare would
save one from racking his memory to find
out his favorite dish. We throw this out as
a hint to the proprietor who knows how to
get up a dinner first class in every respect,
and who keeps such accommodating wait
resses, and so pretty, too. The creature man
having got himself filled to repletion, with
dinner we mean, the party return to the
train where they are met by Mr. C. H. Win
slow, Auditor of the road, accompanied by
Mr. Thomas Blakney, Manager of Molson's
Bank, St. Thomas, and Mr. McLean, of
Chicago. Mr. Winslow takes charge of the
party and welcomes us all.
At St. Thomas are located the work-shops
of the line and the head offices. The shops
are real substantial structures, and a large
number of men are employed there. We
may here say that the whole of the works
and stock of this road are constructed after
the newest and most improved models. The
cars and engines, the latter from the cele
brated Baldwin Works, are beautiful, strong,
and good. The trains have all attached to
them the celebrated Air Brake which is now
being recognized by railway men as
the only proper brake, so in
stantaneously does it operate upon
the wheels. Amherstburg is reached
at 6:20. Here we are ferried over by a large
boat—the Transfer—to a small stony island
called by that name. The boat is an im
mense one, having three tracks, upon which
are carried twenty-one loaded freight cars.
Her strength and size may be inferred when
it is stated that she is of 1,200 horse-power
and has been worked up to 1,500 horse
power. Her length is 244 feet over all,
beam 75 feet over all. She is side- wheeled;
wheels are 27 feet in diameter—9 feet face
of bucket. They are driven by two pairs of
engines, one pair on each wheel working en
tirely separate, so that she can go ahead on
one wheel and back on the other. Her
cylinders are 24x48. The designer of the
boat is Mr. Hugh Fairgrieve, our well
known townsman; her builder Henry Jen
kins, of Walkerville, and her engines are from
the establishment of C. H. Delamater of New
York. She breaks and smashes the ice in the
winter time into fragments. We are now
on the Detroit river about twenty miles be
low the city of that name. The distance to
Stoney Island is but small, and the engine
meets us there and carries us across the
island and over a large bridge to Grosse Ile,
an island in length about ten miles and
width two and a half miles. This island
has become a resort for Detroit merchants
during the summer time, a large number of
beautiful houses erected, and the grounds,
boat houses and yachts all nicely got up.
Since the construction of the Canada South
ern a number of these gentlemen finding
themselves within easy distance of Detroit,
are residing permanently on the Island.
We cut across the Island and come to a large
bridge, the centre of it of iron, with a draw

New Advertisements.
WANTED—AN EXPERIENCED NURSE
to take charge of young children.
References to character and capability re
quired. Apply to Mrs. Hobden, Rectory,
Hansard Street.
Hamilton, Oct. 5, 1874. d233-44
WANTED—AN EXPERIENCED MAN
Tiler, Cutter and several Dressmakers.
Highest Wages.
A. MURRAY & CO.,
King Street.
Hamilton, Oct. 5, 1874. d233-31
THE ANNUAL MEETING OF THE
Boys' Home will be held on Wednesday,
7th Oct., at 3 p. m. in the Committee Room,
Locomotive street.
Hamilton, Oct. 1, 1874. d230-51
TO RENT.—TWO NEW FRAME
Houses, (six rooms in each) between
King and Main street west on Margaret street.
About 15 minutes walk from the depot. Apply
at No. 2 on the premises.
October 5, 1874. d233-3*

P. CORRIDI.
ACCOUNTANT, AUDITOR, & C. SPECIAL
attention given to writing up and posting
Merchants' and Tradesmen's Books, making out
balance sheets and accounts. Joint stock and
other business books opened, balanced, and
partnership accounts adjusted. Office—Royal
Hotel Buildings, 57 James street north Ham
ilton, Ont.
October 5, 1874. 161-2m
JUST RECEIVED
AT J. KERNER'S
No. 7 YORK STREET.
The Celebrated Count Oysters, direct from
the beds New York.
Hamilton, Oct. 5, 1874. d233-31

BUFFALO LAGER!
MR. CHAS. MUELLER WILL OPEN
HIS
NEW DOMINION HOTEL
No. 2 Merrick St., Opposite the Market,
On Wednesday, October 7th,
With a splendid FREE LUNCH and the very
best BUFFALO LAGER. His numerous
friends and the public generally are respect
fully invited.
October 5, 1874. d233-21

THE STOCK
Of the late Robert Osborne.
at the establishment of his successor,
A. F. HALLETT,
COMPRISING
GOLD AND SILVER WATCHES,
FINE GOLD BROCHES,
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