

which to rest content: their k
Province of Quebec have been
ly united with us for the last thirty
in solving the problem of popular
Government upon the model of the
sa Constitution that ordale in which
been nursed the spirit of freedom
God's blessing is I trust destined
to... vade the earth whether it be
ministered under the name of Constitu
d Monarchy, Republic or Dominion.

Anthropists have vainly hoped, that
improvements which modern science has
with implements contrived for the
uction of human life would have the
t of preventing war, but they appear
to have made it more desolating, more
active and more barbarous, though
enduring. Who could have believed
be possible, that within the space of
hott months the whole power of France
ld have been trampled under foot by
inaided force of a single nation, inse
den under foot by France about sixty
s ago. Fearful are the lessons which
teaches, but this last has taught one,
h properly learned may tend to avoid
calamities of war in the future and to
erve the peace of the world. It has
ht us how weak and powerless are
ling armies even of the most warlike
as compared with the strength of a
le—united by a spirit of patriotism—
ted to their Fatherland and its institu
and determined to be free, rising in
might to resist wanton aggression, it
ught us also how necessary it is in
to enable a people promptly and
ual to resist foreign aggression.
railrag as a soldier and instructor in
art of war should form part of the
tion of every Youth.

whose favored lot is cast upon
continent have a duty to discharge and
sion to fulfil which will I trust long
rve us and our children and our
tens, children for generations, from the
ies, the desolation and the fearful
of war. That duty and that mission
o spread the blessings of civilization
ristianity across the broad expanse
s boundless continent. At the present
blessed as we are with a superabun
of the riches which the earth produ
e have a special duty cast upon each
us, now that it has pleased God to
e peace, to contribute to our utmost
e the misery, the distress and
tion which the war has caused.
we contemplate the probable future
ies of this our young Dominion, we
it feel that we are placed in a proud
on and one which devolves upon us a
responsibility. United to Great
a by ties of affection, sheltered under
is of her protection, we have been
received into the family of nations.
esses all the powers of self-govern
to the fullest extent that they are
d in the most independent nation.
on just emerged from the condition
nial existence we have assumed the
f bearing the standard of colonization
the continent. The boundless west is
t to us and calls to us to establish,
at without delay, an iron band of
unification from the Atlantic to the
The desert asks us to send forth

GLENN V. M'KENZIE.

Action on promissary note and undefend
ed. Verdict for plaintiff, \$207. Mr. Osler
for plaintiff.

ONTARIO BANK V. PEEL.

Another undefended action on promissary
note. Verdict for plaintiff, \$182. Mr. Osler
for plaintiff.

The Court then adjourned till half past
nine o'clock to-morrow morning.

BOARD OF TRADE.

Railway Matters—Custom House—
Huron and Ontario Ship Canal.

A meeting of the Board of Trade was
held yesterday afternoon for the purpose of
hearing explanations from Mr. Gordon, Pre
sident of the Toronto, Grey and Bruce Rail
way Company, respecting the progress of
that road, and the measures that had been
taken for extending it to Owen Sound.

Mr. ELLIOTT, President of the Board, oc
cupied the chair.

Mr. GORDON explained that the Toronto,
Grey and Bruce Railway was being con
structed in the most satisfactory manner,
that the rails had been laid down within
six miles of Orangeville; that the road
would be opened to that town in June, to
Arthur in August, and to Mount Forest in
October. Work on the line was proceeding
simultaneously between Mount Forest and
Weston. Owen Sound had voted a bonus
of \$36,000, and the sum of \$264,000 had
been contributed by various townships in
the County of Grey; and as soon as the by
law now under consideration in the County
of Grey would be voted upon, the road
would be extended to Owen Sound.

The practicability of working the road
in winter had already been tested with the
most gratifying results. A large quantity
of American wheat had been conveyed
from Weston to the mills of Messrs. Gooder
ham & Worts, at Pine Grove, and returned
in flour during the past winter—thus pro
ving the merits of the narrow gauge. The
Directors were delighted with the success
of the great undertaking, and he argued
for it the greatest prosperity and popularity
in the future.

The Board, having heard Mr. Gordon's
explanations, passed a resolution warmly
approving of the extension of the road to
Owen Sound.

NEW CUSTOM HOUSE.

The PRESIDENT stated that he wished to
remind the Board of the fact that the sum
of \$150,000 had been placed in the esti
mates for the erection of a new Custom
House in Toronto, and he desired to have
an expression of the meeting as to the ad
visability of again addressing the Hon.
Mr. Tilley on the subject, inasmuch as no
recent offer had been made by the Govern

and a number of English
ard in this country. For con
traltos, there are the Misses Cary and
Morensi, Mrs. Zelda Seguin; Miss Sterling,
Mrs. Bowler, and one or two promising
amateurs. For tenora, we have George
Simpson, who, perhaps, may be induced to
enter the operatic field—Castle, Nordblom,
Bowler, Farley, H. E. Clarke (a promising
concert tenor), and one or two others.

The baritones available are Stanley,
Laurence, Campbell, Ainsley, Cooke,
Seguin, and Drayton. Basses are more
difficult to find, and there is not one at
present on the English opera stage. John
Clark (the present basso of Grace Church,
in this city) is probably the only artist of
that description who has had any ex
perience in the business. Mr. M. W.
Whitney, of Boston, who has been singing
oratoria with Nilsson and Kellogg, would
be a valuable addition to the operatic
world. Mr. Foley, the prominent basso of
the Italian Opera in London, is an Ameri
can, and can probably be engaged, if money
enough is offered him. It is certainly time
we heard *bassi profundi* sing

PARTS WRITTEN FOR THEM,

and the possession of such a voice in a first
-class operatic organization is necessary.
Operas like the "Magic Flute," "Robert
le Diable," "Faust," "Seraglio" (by
Mozart), and others require such voices,
and it is painful to see the strugglings and
strainings of baritones, who have been
heretofore cast for these parts, both in Eng
lish and Italian opera.

CONCERT VOCALISTS.

The larger portion of the professional
singers of this country are concert singers
or would be concert singers. A lady con
cert artist of first-class reputation as a
ballad-singer (aside from the bright par
ticular stars of the vocal world), will com
mand from \$50 to \$100, according to popu
larity. These prices are, of necessity, sub
ject to variation. For instance, at a concert
by a fellow-artist these terms will probably
be reduced one-half, or, as is frequently the
case, services are exchanged—"sing for me
and I'll sing for you." There are to be found
numbers of good, first-class concert singers
who are by far too rarely heard, on the
principle that true

GENIUS IS MODEST,

and unobtrusive, while, on the contrary,
there is a class of vocalists who persist in
putting themselves in the way of the pub
lic, which is done by button-holing concert
managers, and having their photographs
taken and thrust in the noses of the public
from music store windows. When they
succeed in getting a good opportunity to
sing, they "go for the musical critics.

"HOW ARE YOU MR. SEMIBREVE?"

Was just going past, and thought I would
give you a call. Come and take a glass of
wine?" "Thank you, I'm extremely busy,
and beg you'll excuse me; next time I will
be happy to do so." No use. The un
fortunate critic might as well try to stem
the torrent of Niagara as get away from
the invitation. With a muttered
anathema, he accepts the situation (this
is always the case with critics), knowing
very well what is coming next. During

possible moment. We should be
l that the ways of Faction do not
in the Dominion Parliament. In
ig, as they did, the Government
ns, the majority of the members
ouse of Commons have done a
ervice to their great young
and infinite credit to themselves.
es given on Thursday night
hat hundreds of thousands
itional working men, me-
engineers, farmers, clerks
of all and every class—will find
ent in Canada, adding to the
on and all the sources of mate-
lth and greatness. It means,
vast extent of wild lands shall
ed at an early day. It means,
ion from the Atlantic to the
shall be an accomplished fact.
e things worthy of the county
he men who are labouring so hard
th a about.

trade if Leipzig was this season
nd more unprofitable than for
urs past. But for the sudden de-
ised for cheap furs by the officers
erman armies in France, when
cold weather set in December,
Leipzig houses, which controul
ade of the whole continent, except
ould have kept most of their stock
shelves.

Lead
Apr 1 1871

nas transported.

"In conclusion, it may be well to dis-
abuse the minds of some persons. Many
may imagine that the filled-up census
schedules may in some manner or other
be used as a record or advertisement to
their disadvantage. But these schedules
are never seen, except by the Commis-
sioners and others engaged in taking and
compiling the census, and who, besides be-
ing sworn officers, are bound not to divulge
any individual information, care little for,
and have no interest in, the individual
statements contained in them; and it is
only as a check and a convenience, and a
necessary guarantee of good faith and
correctness, that names are taken at all.
Therefore, persons having apprehensions
on this score may rest assured that no
information they may give, and that
nothing taken in the schedules, can, by
any possibility, injure or in any way affect
their standing or their business."

April 1 1871 Lead

THE TORONTO, GREY AND BRUCE RAILWAY.

Acting upon a desire very strongly
expressed in Grey, the directors of the
Toronto, Grey and Bruce Railway have
agreed to run their line on a more
direct route to Owen Sound than by way
of Arthur and Mount Forest, on receiving
a bonus of \$400,000 from the county. A
by-law for a county bonus of \$234,000—
Owen Sound to grant \$36,000—
has passed the County Council of Grey.

water routes to the se
al one opened offers a
increased production.
have the Hudson and
east. Puget Sound and
on the west, and the
south. To these rou
marts will be added
competition to nume
the tendency to mono
by free and open cha
nearly all points of t
these are secured the p
and civilization will b
precedent, and continu
is a great hive of indu

A resident of Troy, r
a singular provision in
of \$100 was left to be
any posthumous child
might have, when said
the age of twenty-one.
two posthumous child
to be divided in two sh

The German imper
high, of 21 carat gold,
pearls. The sceptre is
two feet long. The g
hand is of the finest
diameter, and enriche
perpendicular and
jewels, and the other b
ly crusted with gems.
which fairly blazes wi
The insignia have long
Hofbourg at Vienna, a
orth when Kaiser V
Emperor of Germany.

THE CENSUS.

On Monday next the 3rd inst., the various persons entrusted with the duty of taking the census of the Dominion will commence their labours and continue them until such time as the work is completed. The following article on the subject, from the *Montreal Witness*, will be found useful. There are a few points in it which we desire to impress upon every one interested in giving information to the enumerators. Concealing anything, any information that may be given cannot be used to one's disadvantage, and a penalty is attached to the giving of false information. Fill up the schedules left at your houses: this is required of you, although the enumerator will call and help those who may not be able to do so satisfactorily. In stating the number of inhabitants in every particular dwelling give all—though some may be temporarily absent—who are in the habit of staying in the house. The plan adopted in Great Britain and Ireland some years ago was to give the number of persons, whether strangers or not, in every house on one particular night. The Dominion Government has seen fit to adopt a different plan, and, perhaps, it may be the best: in all events it must be followed out. With these few general observations we submit to our readers the article from the *Witness*.

"The First Decennial Census for the Dominion is to be taken on the 3rd of April, and when compiled will be one of the most important documents that has ever emanated from a Canadian Government. In the meantime, it will be interesting to learn how much is sought to be ascertained by the census, and by what process this information is to be collected.

"The facts thus gathered will consist of statistics in respect of each of the four Provinces, touching their population, and its classification as regards age, sex, social condition, religion, education, race, occupation, and otherwise—the houses and other

and will be voted upon by the people on the 18th inst.

A marked hostility to the narrow-gauge company has been steadily manifested by the western townships of Grey, such as Egremont and Normanby. These townships, by their large hostile votes, defeated the last by-law. Under the new scheme they will be left out and some of the eastern townships, not before included, brought in. The proposition is to branch off at some point between Orangeville and Arthur village and run in the most direct line possible to Owen Sound. The Arthur and Mount Forest extension will not only serve to tap the southerly stream of traffic and travel in that quarter but will be used for the continuation through Bruce to Lake Huron, which is certain to take place one of these days.

The "central route" has not been adopted without opposition on the part of some prominent members of the company; but it was finally withdrawn out of deference to the strongly expressed desire which came to them from Grey. That the road will be constructed on the new route, if the by-law be adopted, every reasonable guarantee has been given, the company agreeing to commence work from both ends at the same time. That the by-law will be adopted we have every reason to believe; and the course of the route affords the strongest possible ground for the belief that the company will not suffer by the change, inasmuch as the direct line will be the shortest to the northern lakes and to the new province of Manitoba. The people of Grey have now a chance to secure a line of railway right through the heart of the county, which, we do not think, they will jeopardize by hostility or inaction.

GOOD OUT OF EVIL.

The great French booksellers, like Hachette & Co., have been surprised to learn that their branch offices in

THE ARCHIVES OF C.

DEMAND FOR THEIR PRES

A petition, numerously signed by publishers, authors, and persons interested in the work of education, has been presented to the Senate of Canada, by the education office, Quebec, with the object the safe custody, classification, and easy accessibility of the historical documents and official papers of the past history and progress of the Dominion in Canada.

It is very justly complained, in the *Montreal Gazette*, that, while in Canada, France, and the United States, the documents partaking of the national character are carefully preserved, and, at the same time, the disposal, for reference, of the archives is not wished to use them for literary or scientific purposes. Canada. It is urged that, in the variety and conflicting nature of the evidence offered by authors, historians, and politicians, on the salient point of our history, the subsequent importance of obtaining the original documents, and the best interests of society in general, would be consulted by establishing a central depository, or a system correspondent with those in the countries above mentioned.

At present the archives are scattered, and unsorted; not only is there no access to them almost wholly, but, in their present condition, the fullness is matter of conjecture. It is, therefore, considered important that they be at once taken for the examination, classification, and arrangement of these records, and the preparation of a catalogue of contents, and measures for their safe-keeping. It is a measure of this kind be at once taken, is not unreasonably feared that the archives may be lost to us altogether.

In 1857 the Province of Nova Scotia was the matter in hand with regard to the archives, with most satisfactory results.

We are sure the object of the petition will recommend itself not only to historical writers, and persons generally, but to all who desire that the annals of the Dominion should be fairly represented in the world. It is really a shame

(By Special Telegram)

OTTAWA, MARCH 2.

In the Privy Council Senate Committee on the Intercolonial Railway to-day, the Hon. Peter Mitchell, Minister of Marine, in the course of a discussion called the Hon. Mr. Wark, senator from Richmond, "a damned liar," and "a damned old scoundrel." The Committee broke up in great confusion. Much sympathy is manifested for Senator Wark, who is an old and venerable man.

LATEST FROM OTTAWA.

Committee on Commerce—Insurance Bill—Special Railway Delegation—Exposure of the Tupper Scandal—Great Sensation.

(By Telegram from our own Correspondent.)

OTTAWA, April 4.

In the Committee on Commerce to-day several clauses of Sir F. Hinck's Insurance Bill were struck out. The provisions for an exchange of securities and distribution of deposits in case of insolvency are retained.

A deputation from Toronto for the purpose of securing the passage of the Northern Railway Bill, giving power to make arrangements with the Muskoka Railway, arrived to-day.

The expense of the corrupt use made by Dr. Tupper, of the patronage of the Government, has produced a sensation here. Day by day evidence is accumulating of the disreputable means by which the Government rewards its supporters at the sacrifice of the public interests.

LATEST FROM MONTREAL

St. Patrick's Society—New Type Foundry—Commercial Travellers—The MacShane Case—Stocks—Pullman Cars—Easter Cattle Show—Board of Trade—Wharf Railway—The Marquis of Lorne and his Bride—Navigation—Sent to the Reformatory—Bad Streets.

(By Telegram from our own Correspondent.)

MONTREAL, April 4.

At the annual meeting of the St. Patrick's Society, held last night, Mr. M. J. Donovan was elected president, and Mr. James Howley vice-president. The latter is an Englishman of the Gladstone school of politics, who believes that England is doing all she can to render justice to Ireland.

A new type foundry is about being established in this city.

The commercial travellers formed a mutual benefit society last night. By-laws are to be drafted and decided upon on Saturday evening.

The MacShane case was up again this morning. The witnesses entered yesterday for default, appeared and submitted to examination. Nothing very material was elicited, but the evidence of J. Devlin, notary, relative to the cancelling of the market stall lease by the Mayor and City Clerk, is generally regarded as unsatisfactory.

Stocks—Montreal, 243½ to 244; Toronto, 175 to 176; Commerce, 134½ to 135; no sales.

The Pullman Company have assumed control of the sleeping cars on the Vermont Central line.

The show of cattle yesterday in the Montreal market was magnificent. 132 head, brought in by Reeve and Price from the neighbourhood of Guelph, and 46 by H. Gould, of Whitby, commanded universal admiration. A five-year-old heifer, fed by Mr. Thompson, of Whitby, fetched \$220. W. Heat, of Oak, also displayed some 70 head of fine cattle.

Pierre Crevier, notary of St. Martin's, charged with arson, was acquitted yesterday in the Court of Queen's Bench.

Hon. John Young was yesterday re-elected, by a large majority, President of the Board of Trade.

On motion of Mr. Winn the following resolution, relative to the projected wharf railway, was carried: "That this Board most strongly protests against the proposed occupation of Common street, and the wharves adjacent thereto, by a track, and as grievously hurtful to trade, the said street and wharves being already too small for the traffic thereon, and the passing of railway trains thereon being quite incompatible with the quick loading and unloading of the shipping. That, as the proportion of cargo brought to and from the vessels of the Grand Trunk Railway Company is not a tenth part, it is most unfair and injudicious to give a right of way to the small portion of the

left for Montreal to attend some case there, and as neither of the other detectives knew anything about Getty being "wanted," he quietly walked off before Sheehan returned to the city. Had the case been in the hands of Newhall or McKendry, Getty would doubtless have been taken into custody before Monday morning.

CALEDONIAN SOCIETY.—The regular meeting of the Caledonian Society took place last night in the Mechanics' Institute, and being open, was largely attended by friends of the members. Some very interesting poems were read, and a number of excellent recitations were given. At the close of the proceedings the Vice-President announced that these open meetings would continue to be held quarterly, and said that he hoped to see an increased attendance of both members and their friends in future.

FIGHTING.—Yesterday morning about nine o'clock three shoemakers went upstairs to a shoe factory on Yonge street and assaulted one of the men working therein. The combat was continued on the stairs down to the street. Sergeant Cummings, passing at the time, arrested one man who belonged to the shop, and after conveying him to the station, returned with assistance and arrested a man named Stanley, who was one of the party that made the attack. The affair will be investigated this morning.

TORONTO SUNDAY SCHOOL ASSOCIATION.—The fourth monthly meeting of this Association was held last evening in the Primitive Methodist church on Alice street. The Association is entirely non-denominational, and the meetings have been of a highly interesting and beneficial character. Addresses were delivered last night by Messrs Robert J. Walker and Alfred Reeve; and some time was devoted to answering questions on the work of Sabbath schools. The meeting was closed with the benediction.

COLLEGE OF PHYSICIANS AND SURGEONS OF ONTARIO.—The Board of Examiners are now holding the annual examinations at the Convocation Hall of the University. The subjects yesterday were chemistry, Dr. Sangster; medical diagnosis and toxicology, Dr. Sweetman; and medical jurisprudence, Dr. Campbell. There are 87 candidates in all, of whom 33 go up for the primary examination; 18 for the final alone, and 36 for both. The written examinations will continue all this week, excepting Good Friday. The oral examinations begin on Tuesday next.

ST. DAVID'S WARD.—The Hon. Mr. Justice Gwynne gave judgment yesterday in the matter of the contested election in this Ward. His decision was that Mr. Dalton's judgment was correct according to the facts, and that Dr. Riddell had a clear majority of at least 10 votes. He said the legal objection taken by Mr. Mackenzie on the second appeal was also fatal to Mr. Vance's contention, and that Vance had failed on the law and the evidence. The appeal was therefore dismissed with costs, to be paid by Vance to Dr. Riddell. This closes the case as there can be no further appeal.

THE TORONTO, GREY AND BRUCE RAILWAY.—The Directors of the Toronto, Grey and Bruce Railway Company have decided to open their road regularly for traffic to Orangeville by the 1st of July next, when it is expected that Mr. Carl Pihl, the father of narrow-gauge railways, together with Mr. Fairlie, their eminent advocate in England, and other distinguished foreigners, will be present to witness the ceremony. The track is now laid within four miles of Orangeville, and the Directors feel sanguine that they will be able to open the line to Arthur in August, and to Mount Forest by the 1st of October, 1871. This will give the company some 90 miles of railway built within two years from the date the first sod was turned by Prince Arthur.

CONCERT.—A complimentary benefit concert to Mr. Ludwig Reuben, the Danish tenor, came off last night in the Music Hall, a fair audience being present. The beneficiary, Mr. Reuben, who possesses a clear and somewhat powerful tenor voice of moderate compass, and sings with a great deal of care and expression, sang Flotow's "Prayer of St. Adella," and a piece entitled "I know a Flower," which was heartily encored. He also appeared in a number of duetts, in a trio, and in the Tower scene from "Il Trovatore," in which he was assisted by Madame Goutin. Mrs. Gilbert, Mr. Schuch, and Mr. F. Bonsovitze also took part in the entertainment, the latter playing a couple of piano solos. Miss Brokovski, whose name was on the programme, was unavoidably absent; and therefore the audience lost one of the gems of the evening.

"THE DUTY OF CANADIANS TO CANADA."—A lecture was delivered last evening in the Mechanics' Institute on the above subject by Col. Geo. T. Denison, jun. There was not a very large attendance, owing to some misconception as to the meeting, another gathering being held at the same place and

on, and the city is, 12/12/2004 MILLS MEMORIAL LIBRARY
besieged as when it
it before the capitulation. The communists,
true to the Parisian character, claim a
victory on Monday, just as they did on
every occasion when they got a particularly
severe drubbing at the hands of VON
MOLTKE's soldiers.

The Assembly is still sitting at Ver-
sailles. M. THIERS has announced that
the ringleaders of the insurrection will be
treated with the utmost severity, but that
their dupes will be leniently dealt with.
He has also officially notified the prefects
of departments that the Government forces
have been victorious over the rebels, and
that everywhere the Government will hold
to a strict account all instigators of sedi-
tion and disturbers of peace. In every part
of France except Paris, tranquillity has
been restored, and the authority of the Go-
vernment fully recognized.

WE learn that the directors of the To-
ronto Grey & Bruce Railway Company
have fixed upon the 1st. of July as the day
for opening their railway as far as Orange-
ville. It is expected that Mr. CARL PETIT,
the father of the narrow gauge, together
with Mr. FAIRLIE, the able advocate of the
system in England, and other distinguished
gentlemen from abroad will be present at
the ceremony. The track is now laid with-
in four miles of Orangeville, and the
directors feel confident that they will be
ready to open to Arthur in August and to
Mount Forest by the 1st of October next.
This will give the company a line of rail-
way some 90 miles in length, built within
2 years of the turning of the sod by Prince
Arthur.

ENGLAND is evidently arming quietly,
judging from the following paragraph:—
Great activity prevails in all the Govern-
ment manufacturing departments. The
shelves of the army clothing establishment
are now no longer empty, and from Wool-
wich, where a million and a half ball
cartridge and half a million blank cartrid-
ges are being turned out every week

consultation be-
came necessary it would be inconvenient
for COX and GARRET to "put their heads
together;" but Cox is probably satisfied
with this arrangement, upon the ground
that GARRET's brains are in his boots.

AN important notice has been issued from
the customs department to the following
effect:—"Notice is hereby given that, from
and after the first day of May next, the
49th section of the Act respecting the
Customs, 31 Vic. cap. 6, which declares that
'if any package is found to contain goods
not mentioned in the invoice, such goods
shall be absolutely forfeited,' will be strict-
ly enforced, and the goods not invoiced
shall be absolutely forfeited accordingly."
This notice has probably been issued in
view of the fact that in several instances
lately, where uninvoiced goods have been
found in packages and seized, the restora-
tion has been applied for on the pleas of
mistake, negligence, ignorance of the ship-
per and so on. Merchants will do well to
remember, therefore, that in future no such
pleas will be admitted, and that all goods
imported from abroad and not described
in the invoice will be confiscated on dis-
covery.

MR. SMALLEY, in his last letter from
London to the New York Tribune, says that
although England cares little about
Canada it is certain she will not cede
it to the United States against the wishes
of the Canadian people, and that anything
like menace or impatience on the part
at the Americans would be immediately
resented. He points out [to] those of his
countrymen therefore who hanker after
British territory on the American continent,
that only two courses are open to them.
"We can wait till Canada wants to come to
us, and so receive her with a friendly
"God-speed from England; or we can de-
cide that we will annex Canada by force,
"without regard either to the wishes of her
"people or the will of the English nation;

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to be given on Monday evening next by the York Pioneers promises to be great success. Amongst those who have intimated their intention to be present if possible is Mr. Edward Wright, the first white male child born here under the British flag, who is now 77 years of age. Governor Simcoe was his godfather.

IMPASSIBLE STATE OF BERKELEY STREET—Owners of vehicles will find it to their advantage to avoid Berkeley street, between Sydenham and Beech streets, as that portion of the thoroughfare is impassable—there being two or three bottomless holes in it, and in which several horses nearly disappeared on Saturday. It would be well if the street were obstructed in order to prevent the unwary driver from driving into these quagmires.

EXCURSION ON THE T. G. AND BRUCE RAILWAY TO DAY.—At 8:30 this morning a train will leave the Union Station for a trip over the Toronto, Grey and Bruce railway (narrow gauge) with a deputation to within a few miles of Orangeville. Mr. Gordon, the President, will be one of the party. The delegates have been appointed to visit the county of Grey to advocate the by-law at present under consideration for granting a bonus to the road. Parties desirous of seeing the narrow gauge train can do so by visiting the Union Station this morning.

ROYAL LYCEUM.—This and to-morrow evenings will be produced John Brougham's New York sensation entitled "The Lottery of Life," which will be offered with the original effects; also, incidental to the play will be found an attractive concert-room scene, in which will be introduced singing and dancing. The juvenile prodigy, little Ida Victoria, will make her first appearance on any stage. The cast will comprise Miss Julia Holman and the entire strength of the company.

THE WEATHER.—The weather has been remarkably warm in this city during the past three days—reminding one more of June than April. On Saturday the thermo-

on account of the difficulties which have of late, from time to time, arisen between several of the large wholesale boot and shoe manufacturers of this city and their employees, and the consequent injury to the trade thereby to a greater or less extent the public feel somewhat interested in the matter, and are anxious to learn the causes for these repeated "strikes" or "lock outs," or whatever the technical name may be for them—a desire which has in no wise decreased since the outrage at Messrs. Childs & Hamilton's warehouse last week, which many persons lay at the door, somewhat boldly, of Crispinism. To give fair play to all parties, since the members of the Shoemakers' Union state that through the medium of the Press only can their views be fairly presented to the general public, our reporter had a conference on Saturday with several of the more prominent of the Knights of St. Crispin; and we give below their vindication of the Order and their version of the difficulties which have attended its working in this city, with other matters pertinent to the subject. The story is given in nearly their own words, and after they had been cautioned not to make use of any statements which they were not prepared to verify should they be called upon to do so.

ORIGIN OF THE ORDER OF ST. CRISPIN.

Prior to 1867, or thereabouts, the condition of journeymen shoemakers was so very low and degraded as to become a proverb, and all the efforts that were made by them openly to better their condition, the employers, by some stratagem or other forestalled and frustrated. The shoemaker was more like a slave than a respectable mechanic. It became evident to the more intelligent class of the workmen that some action must be taken to advance our condition pecuniarily, because we had good, skilful mechanics who had to work from twelve to sixteen hours a day to earn from \$6 to \$10 a week, while other mechanics readily made \$9 a week by working ten hours. All we asked was that we should receive equal pay.

Leader
Apr 10
1871

Leader April 11th 1871

The Leader.

TORONTO, TUESDAY, APRIL 11, 1871

LOCAL INTELLIGENCE.

THE HOUNDS.—The hounds will meet at Sunnyside to-day at half-past two o'clock sharp.

GERMAN FESTIVAL.—The Germans of this city celebrated the close of the Franco-German war by a festival in Betz's hotel last night.

THE NEW POST OFFICE.—The work of excavating for the foundation of the new Post Office, Adelaide street, was commenced yesterday morning.

ROYAL LYCEUM.—This evening will be repeated for the last time the effective drama of "The Lottery of Life," incidental to which will be given the popular "Concert Hall Scene." To-morrow, the dramatization of Charles Dickens, "No. 13, The Old Curiosity Shop," with its thrilling effect and good cast including the Misses Holman and all the company. Friday, the opera of "Orpheus." Saturday, complimentary benefit to Mr. Don Thompson, "The Octoroon."

RIFLE MATCH.—The members of No. 1 Company (Captain Shaw's) held their 1st company match, on the Garrison Common, on Friday last, to compete for some prizes given by the company. On account of the number of members absent that day, they could not complete the ranges, so, after firing fifteen shots, the following were declared the winners:—1st, Sergt. W. Arnall, 51 points; 2nd, Private Glenfield, 50 points; 3rd, Col. Sergt. Girvin, 47 points; 4th, Corporal Buchanan, 45 points.

GAIETE VAUDEVILLE COMPANY.—Last night the Music Hall was crammed to suffocation, standing room not being available at eight o'clock. The entertainment was one of the best ever given here. Col. Burgess always brings something good, but this excelled anything ever here before. Every portion of the entertainment was as fine as could be produced, nothing being attempted but evident masterpieces. The farce, in which Robert V. Ferguson sustained the principal part, ably supported by Miss Laura Wells, Lottie Ward and Mr. J. Banks, redounds in humour. As an eccentric comedian, Mr. Ferguson exceeded any that have yet visited us. He kept the audience in one roar the whole time the first piece lasted. Whilst in his character sketches he throws such an amount of quaint humour and distinct characterization into each impersonation that, together with his remarkably rapid changes of costume, place him at the head of protean artists, he will be sure of a hearty welcome whenever he reappears here. The Scotch ballads of Miss Agnes Sutherland, the Scottish Nightingale, were beautifully rendered, receiving frequent and solid approbation. The serio-comic songs of Miss Lottie Ward took immensely, the charming *nocturne* and easy, graceful style adding a piquancy to the singing. Col. Burgess, the universal favourite, was received on his first appearance by a performance of applause, and decidedly added fresh laurels to his already great reputation by appearing in white, and singing some new catchy "swell" songs in an admirable manner, as the repeated *encore* fully testified, "Good as Gold" being especially noticeable for the melody. We have

TORONTO, G. & B. RAILWAY.

Excursion to Orangeville—Luncheon Address, &c.

At eleven o'clock yesterday forenoon an excursion train left the Union Station for Orangeville, on the Toronto, Grey and Bruce railway—narrow gauge—for the purpose of conveying a deputation en route to the county of Grey, to advocate the passage of a by-law granting a bonus to the road. Mr. John Gordon, president of the road; Mr. Wm. Craig, chief engineer; Mr. Alan McDougall, assistant do; Mr. Cowan, Mr. Atkinson, Mr. W. H. Jacques, Mr. W. P. Deering, and Mr. H. H. Carleton, together with a number of others. The two last named gentlemen belong to Georgia, O. S., and arrived in this city a few days ago to examine into the merits of our narrow gauge railways, for the purpose of introducing them into their native State, a case they should give satisfaction. The train, which had also a few cars laden with iron rail, made the first nine miles in the short space of twenty minutes. The locomotive A. R. McMaster passing along with much ease at this rattling rate. Upon reaching Woodbridge, Kleinburg, Paisley, and Charleston, the excursion party was very materially increased by those desirous of examining the working of the road. All were surprised at the ease with which the train passed along the grades and twisted around the curves—and especially was this merit observable when climbing the Caledon mountain, where there is a grade to be overcome of 112 feet in the mile. In fact the curve along this mountain is formed into the shape of the letter S, and it is a matter of wonder how the train can be accomplished.

Upon reaching Charleston—the trip being performed in about three hours and a half—the deputation were met by the following parties from Orangeville, Caledon and the surrounding country, viz.: Messrs. McArthur, Foley, Mosher, McKinnon, Monroe, Anderson, Barker, Fountain, Stuart, Dr. Armstrong, Harris and others. By order of Mr. GORDON refreshments were served in the waiting room of the station to the deputation, and spectators generally.

Mr. McARTHUR, mayor of Orangeville, proposed the health of Mr. Gordon, the energetic President of the railway. (Cheers.)

Mr. GORDON, in reply stated that although this was not an official opening of the road, he was glad to see so many of his friends present on that occasion. Some parties had asserted before the road was constructed that they could never get an engine up the Caledon mountain, but the presence at Charleston of the excursion party on that occasion proved to the contrary. (Cheers.) In fact the train had come up the big hill without the party knowing that the feat was being accomplished. (Heard, hear.) He was glad to be able to tell his friends that in a short time the company would be enabled to extend the road to Owen Sound, which was the key-stone to the late by-law granting a bonus having been carried in that township by the unanimous majority of 163 votes. (Cheers.) He maintained that this extension would be of great advantage to the enterprising town of Orangeville—within which they were then only a few miles. When the bonus by-law was passed in Orangeville the population numbered only 600, but there were now

over 1,000. Now he thought it would be better to call it the recommended gauge—and this he thought would be more easily accepted in Georgia. (Cheers.) The roads cost them money, \$30,000 or more, but here in Canada, he was told, the new roads had been built and equipped for \$15,000 per mile. Under these circumstances he felt assured this class of roads would succeed. (Cheers.)

Mr. DEERING, in response to the toast of health, said the speaker had been elected very kindly to the chair. He had been assured himself of his own opinion, and he felt that the narrow gauge could extend from the west to the east state of Georgia. (Cheers.)

Mr. CARLETON then proposed the health of Mr. George Lindsay—the father of the narrow gauge roads. (Cheers.)

Mr. GORDON replied on behalf of Mr. Lindsay. He further remarked that his friends must not accept that as the open road of the road—they would have a regular official opening day and they would have a reception and a grand "spread." (Cheers.) He proposed the health of the ladies, who upon being honored.

Mr. McDougall responded in an appropriate speech.

Cheers were then given for the Queen and the company separated. The train moved off with the deputation to within a few miles of Orangeville, and then returned to Weston in the evening, with those who desired to come back to the city.

When the road is properly ballasted the rails can be run with great safety and velocity—certainly miles an hour.

THE STREETS.

TO THE EDITOR OF THE LEADER.

SIR,—Only this morning complaints were heard about the "dirty streets." One week ago vehicles and pedestrians were threatened to be crushed if attempt was made to pass through or to cross the streets. For the past few days worse almost than sand storms of the Sahara menaced these unfortunate enough to be in the streets. And such extremes will continue to threaten our citizens so long as the nuisance mentioned is retained on the principal business avenues. The constant passing of heavily loaded vehicles reduces the mud to an almost impalpable powder—more annoying and more injurious to health than if we had only the common country roads.

Notwithstanding the certainty of the recurrence of these trials, testing patience to its utmost endurance, the City Council has taken no definite step towards giving us wooden pavements, which are comparatively free from dust, clay, mud, and dirt.

Six weeks ago petitions were presented to the Council, signed by the principal ratepayers and property owners on Front, Wellington, Yonge and King streets, asking that the "Sectional Wooden Pavement" be laid down in those streets, and offering to pay one-half the cost. Six weeks of valuable time has been lost, during which preparation might have been made for commencing the work of laying the pavement at an early day. Up to this time not a tender has been called for, nor an earnest movement made towards providing for the improvement demanded. Members of the present Council were ready enough during their election to favor all suggestions respecting the prompt "reconstruction" of the streets. And yet, when public-spirited citizens—men who are to be largely taxed, take the trouble to sign and circulate petitions endorsing a popular wooden pavement—and presenting to the Council petitions as strong as ever came before that body, they are treated with a seeming indifference, and a delay is permitted that may endanger the completion of any con-

A traveller, we are told, who has been in the country where he could not find a dog, and he had to go to his own dog the bone.

An Abolitionist and a horticulturist are taking home and planting a sweet pea. The desire to ascertain if it is his wife's flower is to be a ball.

A fond father, best and with a very domineering. One afternoon, he took the early apple home, and went to bed. His smoking room, his wife, what was going on? Her she exclaimed: "For my sake are you doing, I am pained, and having them." "Yes," says with her neighbours' child, he had to redress it, for that he called it and night.

FINANCIAL & COMMERCE.

Going to helpfully the selling of the English market is steady in their demand, and was much more animated in the London market. In the London market, the under-mentioned prices were given:—Wheat, 4s 6d; flour, 4s 6d; sugar, 4s 6d; coffee, 4s 6d; tea, 4s 6d; oil, 4s 6d; and other commodities.

Flour—Market slightly firm. 20 barrels of extra were sold at 4s 6d.

Wheat—Market more firm. 200 bushels of gold in demand; ordinary spring wheat, 4s 6d.

Oats—Market steady. 200 bushels of extra were sold at 4s 6d.

Oil—Market quiet. 20 barrels of extra were sold at 4s 6d.

Tea—Market steady. 200 pounds of extra were sold at 4s 6d.

Sugar—Market steady. 200 pounds of extra were sold at 4s 6d.

Coffee—Market steady. 200 pounds of extra were sold at 4s 6d.

Gold—Market steady. 200 pounds of extra were sold at 4s 6d.

Silver—Market steady. 200 pounds of extra were sold at 4s 6d.

Diamonds—Market steady. 200 pounds of extra were sold at 4s 6d.

Jewelry—Market steady. 200 pounds of extra were sold at 4s 6d.

Watches—Market steady. 200 pounds of extra were sold at 4s 6d.

Perfumes—Market steady. 200 pounds of extra were sold at 4s 6d.

Soaps—Market steady. 200 pounds of extra were sold at 4s 6d.

Shampoos—Market steady. 200 pounds of extra were sold at 4s 6d.

Other commodities—Market steady. 200 pounds of extra were sold at 4s 6d.

been made for carrying out the work of laying the pavement at an early day. Up to this time not a tender has been called for, nor an earnest movement made towards providing for the improvement demanded. Members of the City Council were ready enough during their election to favor all suggestions respecting this prompt "reconstruction" of the streets. And yet, when public-spirited citizens—men who are to be largely taxed to make the trouble to sign and disburse petitions endorsing a popular wooden pavement—and presenting to the Council petitions as strong as ever came before the body, they are treated with a so many less difference, and a delay is permitted that may endanger the completion of any considerable amount of paving during the present season, unless the evil be very promptly remedied. It is tenderly on the part of the Council to trifle with this matter. It is hardly any longer, and thereby deprive citizens of the advantages to be derived from good streets, each member can be certain that when he again assumes to represent the people in the Council, he will be reckoned among the untrusty and servants, and will be permitted to hereafter to enjoy the sweets of "private life."

Is there not some man in the City Council competent, and having sufficient regard for the welfare of Toronto, to stand up in that body and insist that respect shall be paid to the strongly expressed wishes of so large, so respectable and so responsible a number of our prominent citizens as have petitioned to have the "Sectional Wooden Pavement" laid in the several streets named? It is, let that man do his duty in this regard, and he will have taken a sure step towards that position in Municipal affairs, to achieve which is worthy the ambition of the best man in Toronto.

A brief paper issued by Dr. Neilson Hancock shows in a very striking manner the growth of prudent and saving habits among the humblest classes of the Irish community. From 1833 to 1870 the deposits in post-office savings banks have increased from £73,696 to £538,165. The increase has been continuous from year to year. Last year it amounted to 27 per cent.

Mr. FLESHER then addressed the meeting. He was glad that the company had got good faith with these sections of country from whom bonuses had been received. Incomplete as the road at present is he had seen enough to convince him that the narrow gauge would be the gauge for the future in Canada. It was a well authenticated fact that in comparison with the size of the engines those employed on the narrow-gauge were capable of hauling four times as much freight as those employed on the broad-gauge; and in fact the item was being taken hold of in England.

It is said and believed in this city, that the author of this popular satire, is no less a personage than the son of a Montreal clergyman; that he is moreover, an old McGill College student, a rising lawyer in England, &c., &c. — J. H. Bentley remarks that "the story counts itself: for the number of such clergy-sons having sons who are men is small." This may be true as a speculation, or false. To my knowledge there are nine or ten clergymen in Montreal who have sons that are "men"—physicians, clergymen, merchants and bankers. How many Montreal clergymen have sons in London "who are men," I cannot say. I know one clergyman here who, not long ago, had two sons in London; one in a profession, the other at a public school. I know another who, not long ago, had a son in Cambridge. But I agree with J. H. that not many sons in London or elsewhere, of Montreal clergymen are

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since savings banks have
£13,693 to £233,155. The increase
been continuous from year to year.
ear it amounted to 27 per cent. No
he said that the deposits in the Gov-
at savings banks have been much
y withdrawal from the truste
rs banks. In the year 1869 the de-
in these amounted to £2,143,284, and
ar they were £2,954,957.

ORIGINAL MRS. PARTINGTON.—The
of certain great characters are so
known to fame that even little or
gelse is known about them. Homer
a ger of having been born in seven
at once. Shakesp are's early his-
equally unauthoritative. Nobody really
who old Parr was—some epicure
believing that after all he was only
ld numbing, who pretended to be a
real older than he really was. And
as M s Partington? The old lady's
ument of the English language is
ial. It may not be uninterestin
know something of the old lady
The original Mrs. Partington was
stable old lady, living near Sidm uth
shire. Her cottage was on the
and the incident on which her fame
i est told in a passage from the
of Sydney Smith at Taanton, in the
11, on the Lords' rejection of the
Bill: "The attempt of the Lords to
progress of reform reminds me
ably of the great storm at Sidmoun
he conduct of the excellent Mrs.
on on that occasion. In the winter
there set in a great flood upon that
he tide rose to an incredible height,
es rushed in upon the houses, and
ing was threatened with destruction.
idst of this sublime and terrible
dine Partington, who lived upon
th, was seen at the door of her house,
pand patterns, trundling her mo-
ing out the sea water and vigorou
ng away the Atlantic ocean. The
was roused. Mrs. Partington's
as up. But I need not tell you that
est was unequal. The Atlantic
at Mrs. Partington. She was ext
a slop or puddle; but she aboul
meddled with a tempest." This
reprinted in the corrected edition
y Smith's works; and this is wh
he last time of Mrs. Partington's
ng mentioned. The immortality
arned must be set down as due to
Smith.—Once a Week.

four times as much freight as those em-
ployed on the broad-gauge; and indeed the
-system was being taken hold of in England
so warmly that there was some talk of
changing the gauge in that country to the
narrow-gauge. He felt confident that the
people of Orangeville would submit to three
times the amount of their present tax if
then to be deprived of the road.

Mr. STEWART said he felt satisfied that
this road would be a great success, and
the people of Orangeville were well satis-
fied with what had been already done.

Mr. J. A. DONALDSON proposed the
health of his worthy friend Mr. Harris, the
ex-reeve of Ontario—a gentleman whom
he had known for 39 years—and one of the
most worthy men he had ever been ac-
quainted with.

Mr. HARRIS briefly returned thanks for
the kind remarks which had been made re-
specting himself, his friend Mr. Donaldson,
and also for the hearty manner in which
the toast of his health had been received.

Mr. COWAN, of Toronto, next addressed the
meeting on the success of the narrow gauge
road, and stated that the farmers of that
section of the country would soon be en-
abled to send their grain to Toronto, where
the price always ranged five cents per
bushel more than in the city of Hamilton.
He was glad to know that two gentlemen
were present from Georgia—gentlemen who
had come to examine the road, and he was
pleased to hear them express their entire
satisfaction with the enterprise. He called
upon the company to drink their health,
with three rousing British cheers. (Loud
cheering, and chorus, "For they are right
good fellows.")

Mr. CARLETON, in acknowledging the
compliment, stated that himself and his
companion, Mr. Dearing, were well repaid
for their visit to Toronto, by what they had
learned of the merits of the narrow gauge
roads. Indeed they were happily disap-
pointed, and he trusted that the Canadians
would foster this class of road, and he felt
confident the narrow gauge would be the
road of the future. (Cheers.) He was from
the far South and he would re-
turn home and make a better report to
his friends of this road than they
expected of him. In Georgia they wanted
to build cheap roads under a new civiliza-
tion, and Canada, he was glad to say, had
furnished the class of road that would suit
the people of the South. The only objec-

tion I know any
national Council
J. H. that it was
somewhere, of Mon-
likely to be the author
banks there is no
proved that Charles
the author, perhaps
posed to think it not
credibility that after
in Montreal may have
who can be truly com-
leading known Engli-

I am sorry to have
been fancy, but I
forth in your col-
brought out with
ing the research.

Montreal, April 8, 18
P. S. J. d "migh
to Canada, adding
and collected the

Way to the 11th Reg-
the month of June
July 1864.

The Secretary for
the system
and met of 1864.

A western man
that it has sold more
field-trials started
ness.

A Macon (Ga.) paper
minister of the place
posted in the long coat
It does him the "man"

A new Russian sect, it
has just been formed
sect believes that the
which was foretold by
when there should be
earth, and when all me
up sighs to Heaven and
the "sighers" have in
one religious ceremonies

Shortly after eleven o-
eight, and towards the
rejoicings in honour of
Princess Louise, a "Gown"
Gown" riot broke out,
which several policemen
ode seriously. Two ac-
brought up in custody
assaulting and attempt
were remanded. The
much excitement in the

TORONTO, GREY & BRUCE RAILWAY.

TRAIN TO ORANGEVILLE.

SUCCESSFUL TRIP:

Yesterday the first train of the Toronto, Grey and Bruce Company left the Union Station, in this city, and ran through to Halton, a village within a mile of Orangeville, a distance of over 50 miles. The passenger cars of the Company are not yet running on the line, and the party consequently occupied two of the neat vans of the Company. Mr. John Gordon, the president of the road, was "on board," and also Mr. E. Wragge, chief engineer, Mr. Allan Macdonald, assistant engineer, Mr. W. H. Jaques, Mr. Donaldson, emigration agent, and Messrs. D. Cowan and Anderson, merchants, of Toronto. Two gentlemen from Georgie, who recently arrived in this city for the purpose of inspecting the narrow-gauge roads, were also present—Mr. W. P. Dearing, a celebrated engineer in charge of three roads, and Mr. H. H. Carleton—both of Athens, Georgia. Prior to the train which conveyed the party leaving the station, another train, loaded with 80 tons of iron, 4 box cars, and one van, drawn by the engine "Gordon," left the station and ascended Scarborough Heights. This train, which ran at about 25 miles an hour the whole distance, returned to the station about eleven o'clock, and with the above party on board, at once proceeded to the utmost limit of the line as yet laid—Orangeville. The trip over the line was somewhat void of interest. A party of section-men were at work on the road this side of Weston who had not been informed of the train, and a serious accident might have happened if a good look-out had not been kept by the engine driver, who was able to stop the train before the men were reached. It appears that telegraph orders are received from the Grand Trunk Company before a Toronto, Grey and Bruce train comes into or leaves Union stations, in consequence of the Toronto, Grey and Bruce Company using the line of the other Company; and no notice was consequently given by either Company to the section men. The alarm whistles and bell of the engine seem not to be of sufficient power effectively to answer the purposes for which they are intended, and during a storm would be of little use. The road is an excellent one, though of course, not yet being absolutely completed, it would be unfair to judge it by other roads which are ably managed. It may safely be said, however, that the jolting even now, where the road is not graded, is not so bad as that of many parts of the Grand Trunk. The Caledon mountain, which offered so serious an obstacle to the construction of the road, and which was said by its opponents to be sufficient to prevent its construction, was ascended with great facility, and seemed to offer no serious obstacle; while the very difficult and dangerous curve technically known as "the letter S," was rounded at a good rate of speed.

The various stations of the road at Woodbridge, Klineburg, Paisley, and Charleston, are all commodious buildings. Groups of people assembled along the line, and cheered the train as it passed; and at Charleston two flags and quite a crowd of people had collected and gave a hearty cheer as the train came to the station. Many of the inhabitants entered the vans and were carried up to the end of the road, much to their delight and satisfaction.

The rate of speed attained by the train in its run of fifty miles varied, at one time being nearly 30 miles an hour. Orangeville was reached shortly after three o'clock. The engine of this train was No. 2—the "A. R."

INGLE COPIES TWO CENTS;

FIVE DOLLARS PER AN.

WHOLE NO. 6568.

LATEST FROM MONTREAL.

Authorship of Ginx's Baby—Montreal & Ottawa Junction Railway—Royal Insurance Inspector—Angling—Wellington Bridge—Trains Late—Another Smash-up—Glenagarry Election—Pacific Railway—Grace Church—Shipping—Mr. McGee's Library—A. D. C. to the Queen—Benefit Society—Dr. Tupper and the Government—Repairing the Grand Trunk.

Telegraph from our own Correspondent.

MONTREAL, March 10.

The authorship of Ginx's Baby is creating a good deal of unnecessary speculation here. It is perfectly well known in the best informed circles that Mr. Edward Jenkins, son of the Rev. Dr. Jenkins, of St. Paul's Church, Montreal, is the author. Mr. Jenkins is a London barrister who has made large contributions to the literature of the old country and the New Dominion—notably on imperial and colonial questions. He lately returned to England from Demerara, where he had been employed on a commission by the British Government.

It is said the proposed Montreal and Ottawa Junction railway finds great favour in the latter city. Several wealthy individuals are named directors, and the citizens will take stock to a large amount.

Mr. Alfred Perry, of the Royal Insurance Company, has been appointed by the Directors Inspector for the Dominion. He has left for the West to establish additional agencies.

Angling has commenced on the other side of the river. Several good baskets were got on Saturday at St. Lambert's.

The Wellington street railway bridge is making rapid progress.

The Express from the West did not arrive here until 3:15 p.m., on Saturday. It is said the delay occurred through a train having smashed up near Kingston.

The return of Mr. Craig for Glenagarry is to be contested on the grounds of bribery, treating, and undue interference. The Sandhill party is furious at the bare notion.

A News-to-day, writing on the projected Pacific Railway, says:—"There are the foundations of the fortunes of half the future nobility of the Dominion in this mammoth Grand Trunk. Merely writing on the subject makes one feel flush of money."

The Rev. Samuel Belcher, of the Diocese of Huron has been appointed incumbent of Grace Church, Point St. Charles, and will be inducted by the Metropolitan on the 16th

Merely writing on the subject feel flush of money."

Samuel Belcher, of the Diocese has been appointed incumbent of Point St. Charles, and will be the Metropolitan on the 16th

as getting rapidly cleared of the combined efforts of a gang and of old Sol, who has shone the last day or two. River rapidly arriving, and a miniature festa, including those of three observable to-day.

of the late D'Arcy McGee was today by auction. The books prices.

ed here that the veteran Colonel nominated aide-de-camp to the appointment would undoubtedly satisfaction.

ution and code of by-laws Commercial Travellers' Benefit framed on Saturday. Officers d this evening.

a correspondent of the *Herald* understood, indeed, that before paper will be allowed to send in on, and the Ministry will not readily consent to this as his with them has brought neither credit. Bad as many past have been, nothing so shameless been perpetrated, and some of the in supporters of the Ministry that they are not prepared violence to their conscience as to her such affair.

nt last week near Lancaster has the Grand Trunk authorities into between Lancaster and Summers have been laid down, beside track ready for repairing. authority told me this morning new rails are no better than the security of the road will not be ed. My informant has had the lumber business extending years.

AL TELEGRAMS

OF A BARN AND CONTENTS.

THORNBURY, April 10.

urn, stable, and about 80 bushels wagon, plough, and some cattle, of a man named Moscrop, were lay. The fire originated from a plug nearby, and in consequence spread rapidly. Insurance, be 1700.

RE IN PICKERING.

D, April 10.—The dwelling, etc., occupied by Mr. John ner, 5th concession of Pickering, destroyed by fire yesterday

The rate of speed attained by the train in its run of fifty miles varied, at one time being nearly 30 miles an hour. Orangeville was reached shortly after three o'clock. The engine of this train was No. 2—the "A. R. McMaster."

A meeting was held in the large waiting-room at the Charleston station, on the arrival of the train from Halton. The meeting was presided over by Mr. Harrison, ex-reeve of Caledon, who was supported by Messrs. McCarthy, reeve of Orangeville, W. Foley, of the *Orangeville Sun*, Fleisher McKetrick, Anderson, Munro, of the *Advertiser*, Barker, Functon, Stewart, Gilchrist, Dr. Armstrong, Parsons, Denison, Wheelock, Lindsay, of Orangeville, Dr. Riddell, of Alton, etc.

Mr. JOHN GORDON first addressed the meeting, and was received with considerable cheering. He said it was only six months since the first rail of the line was laid, and they had already overcome the great bugbear of the road—the Caledon Hill. (Cheers.) It was only a few months ago that he was told in the country that they would never be able to get over the Caledon Hill, but they had that morning rode up it and did not even know that they were doing so. (Hear, hear.) The present mission of the directors was to proceed into the county of Grey, and secure the by-law which was shortly to be voted upon. The object of the by-law was to carry the road into Owen Sound, and he was glad to be able to tell them that the key note had been struck in Owen Sound, where the by-law had been carried by a majority of about 160 (Cheers.) With regard to the view that Orangeville would be disadvantaged by the change of route, he believed that when they considered the large interests at stake and the country which would be opened up, and the fact that the magnificent harbour of Owen Sound would be opened, and the trade of the North-West find an outlet thereby, and that all this trade would go past their doors, they would not but believe that Orangeville and the adjoining district would profit by the change. (Cheers.) It was only two years since the by-law in this place was voted, and he was told that while at that time the population was between 800 and 900, the population had already increased, notwithstanding that the railway had not been opened, to over 2,000. It had been urged against them that they could not open the road in the winter, but the directors thought that it was better to complete the work than to open it by ten or twelve miles at a time. But trains had actually been running during the winter, and a large amount of freight had been carried for Messrs Gooderham & Worts and others. With regard to the position of the road he thought, so far as construction was concerned, that no fault could be found. With respect to its completion, it was now eighteen months since the contracts had been entered into to build the road to Arthur, and this week they had communication open to Orangeville, a distance of over fifty miles. Work was going on simultaneously at both ends between Arthur and Toronto. The Company thought that they would be able

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AL TELEGRAMS

OF A BARN AND CONTENTS.

THORNBURY, April 10.

urn, stable, and about 80 bushels of grain, plough, and some cattle, of a man named Moscrop, were destroyed by fire yesterday. The fire originated from a stove near by, and in consequence spread rapidly. Insurance, about \$700.

IN PICKERING.

Pickering, April 10.—The dwelling, etc., occupied by Mr. John Dyer, 5th concession of Pickering, destroyed by fire yesterday. The neighbours turned out, and efforts succeeded in saving most implements, cattle, and furniture. The high wind which preceded it, was quite impossible to contain the element. The cause of the fire supposed to be a defect in the stove. The loss is about \$500. No insurance.

DEATH FROM EXPOSURE.

SANDWICH, April 10.

(S. C. Bay), between the hours of 10 and 11, the wagon-shop owned by Mr. Richards, discovered to be on fire. The fire spread to the dwelling adjoining it, and to Mr. Richards. The fire even in Windsor and an engine from the spot. The contents of both were saved. The loss is estimated at \$100; no insurance.

The body of a woman named Mary, was found on the street. The body was held and the jury returned a verdict of death from exposure and effects of cold.

ACCIDENTAL DEATH.

WALLACEBURG, April 10.

On the evening of a girl about thirteen years of age, daughter of William Babt, was living about a mile from here, was found in a ditch of water near her home, under suspicious circumstances. On the next day by Dr. Dyer, at this place, the jury returned a verdict of "drowned accidentally," which was satisfactory to Mr. Babt, nor his family. An old lady was called in to examine the body. She gave as her opinion that the girl had been foully dealt with. No action was made till Mr. Babt brought for the arrest of Elgin a respectable young man living near by, who was then taken in hand by the police, and Dr. Dwyer, of the hospital, was telegraphed for. He, with other

men and women, the population had already increased, notwithstanding that the railway had not been opened, to over 2,000. It had been urged against them that they could not open the road in the winter, but the directors thought that it was better to complete the work than to open it by ten or twelve miles at a time. But trains had actually been running during the winter, and a large amount of freight had been carried for Messrs Gooderham & Worts and others. With regard to the position of the road he thought, so far as construction was concerned, that no fault could be found. With respect to its completion, it was now eighteen months since the contracts had been entered into to build the road to Arthur, and this week they had communication open to Orangeville, a distance of over fifty miles. Work was going on simultaneously at both ends between Arthur and Toronto. The Company thought that they would be able to open formally to Orangeville by the 1st of July;—on Dominion Day (cheers); to Arthur Village in August; and to Mount Forest or the borders of the County of Grey in October: this would be 91 miles of railway open within two years of the time when the first sod was turned at Weston by Prince Arthur. Looking at this he thought their friends from Georgia would not say that Canadians were such old fogies after all. (Cheers.) With regard to the Grey by-law, they intended to carry it. The confidence felt in the road was growing greater each day; and the achievement that had been accomplished that day settled all question as to the practicability of the gauge. (Hear.) The Company intended, as an evidence of good faith to the county of Grey, to commence work simultaneously at both ends, and to engage to complete the road in eighteen months. With regard to the county of Bruce, he believed that the people would still have an opportunity of expressing their views on the question of the extension of time to the Wellington, Grey and Bruce Railway; and would decide in favour of the Toronto, Grey and Bruce Railway. (Cheers.) Mr. Gordon concluded by thanking those present for the confidence they had manifested in the road.

The healths of Mr. Macarthy, Reeve of Orangeville; Mr. Harris, ex Reeve of Caledon, of the Georgian delegation, and of Mr. Gordon, were proposed, and suitably responded to, the local men all expressing the satisfaction which they felt at the prompt manner in which the company had fulfilled its pledges. The toast of the "Ladies," and cheers for the Queen, terminated the proceedings.

The train then returned to Toronto, arriving about eleven o'clock.

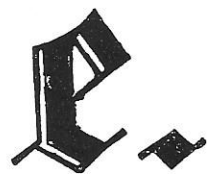
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The grain buyers of St. Mary's have been heavily victimized. The *Vidette* says a short time since, Messrs. Carter, Currie, Robinson, and Jarvis, of this town, shipped a large

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4/11/1871



EST. 1827

{ SINGLE COPIES TWO CENTS;
FIVE DOLLARS PER AN.

WHOLE NO. 6568.

THE INSURRECTION IN PARIS

Breach in the Fortifications.

ACKING OF NOTRE DAME.

AKING THE CITY BY STORM.

Destructive Bombardment.

HORRIBLE OUTRAGES.

(By Cable Telegraph.)

BEFORE PARIS, Sunday night, via London. April 10, 4:30 a.m.—It is reported that the Versailles troops have crossed the Seine at Joinville-le-Pont, and are concentrating at Longjumeau. Arbitrary arrests are increasing in number in the city. Many more cards have been thrown into prison. The church services are generally suspended, and the doors of the Cathedral of Notre Dame have been closed. General Bergeret is under arrest. The party of Conciliation are redoubling their efforts. They have held public meetings in favour of peace, at which the members of the Commune were present. The Communists are building additional barricades in the quarters threatened by besiegers.

NEW YORK, April 9.—The Tribune's special, dated Paris, Sunday evening, April 8th, says:—There has been a cannonade all day. The Champs Elysees is completely deserted, and the National Guards are hiding in the cross streets, seeking protection from the shells, which fall in every direction, many close to the American Legation. The result of 48 hours' cannonade is that the Versailles troops have crossed the Seine, and occupy Sablonville and Longjumeau. The draw-bridge and floor of Porte Maillot are broken.

LONDON, April 10, 6:30 a.m.—It is again reported that Issy has been evacuated from Paris. A Paris special to the Daily News says the Church of Notre Dame has been sacked.

VERSAILLES, April 9.—Favre has gone to the Prussian headquarters. A partial breach has been made in the fortifications of Paris. A sortie was made against Chatillon on Saturday night, but it was repulsed.

NEW YORK, April 10.—A Versailles special to a morning paper says:—Gen. Flohot is dead from his wounds. Siege guns are coming in. The Government is resolved to resist by storm at any cost rather than to clear the city. Valerien fires mainly to clear the ramparts, and to prevent artillery being used to repel an attack. A partial breach has been effected in the fortifications. Yesterday's sortie against Chatillon was repulsed with heavy loss. An incessant fire is kept up from forts Issy, Vanvers, and Montreuil. The damage done is slight. Gen Vinoy will keep command until Tuesday. A deputation of Paris merchants to Thiers returned without result. Conciliation is

LATEST FROM MONTREAL.

Authorship of Glax's Baby—Montreal & Ottawa Junction Railway—Royal Insurance Inspector—Angling—Wellington Bridge—Trains Late—Another Smash-up—Glengarry Election—Pacific Railway—Grace Church—Shipping—Mr. McGee's Library—A D. C. to the Queen—Benefit Society—Dr. Tupper and the Government—Repairing the Grand Trunk.

(By Telegraph from our own Correspondent.)

MONTREAL, March 10.

The authorship of Glax's Baby is creating a good deal of unnecessary speculation here. It is perfectly well known in the best informed circles that Mr. Edward Jenkins, son of the Rev. Dr. Jenkins, of St. Paul's Church, Montreal, is the author. Mr. Jenkins is a London barrister who has made large contributions to the literature of the old country and the New Dominion—notably on imperial and colonial questions. He lately returned to England from Demerara, where he had been employed on a commission by the British Government.

It is said the proposed Montreal and Ottawa Junction railway finds great favour in the latter city. Several wealthy individuals are named directors, and the citizens will take stock to a large amount.

Mr. Alfred Perry, of the Royal Insurance Company, has been appointed by the Directors inspector for the Dominion. He has left for the West to establish additional agencies.

Angling has commenced on the other side of the river. Several good baskets were got on Saturday at St. Lambert's.

The Wellington street railway bridge is making rapid progress.

The Express from the West did not arrive here until 3:15 p.m., on Saturday. It is said the delay occurred through a train having smashed up near Kingston.

The return of Mr. Craig for Glengarry is to be contested on the grounds of bribery, treating, and undue interference. The Sandfield party is furious at the bare notion.

The News-to-day, writing on the projected Pacific Railway, says:—"There are the foundations of the fortunes of half the future nobility of the Dominion in this mammoth Grand Trunk. Merely writing on the subject makes one feel flush of money."

The Rev. Samuel Pelcher, of the Diocese of Huron has been appointed incumbent of Grace Church, Point St. Charles, and will be inducted by the Metropolitan on the 16th instant.

The wharves are getting rapidly cleared of ice, thanks to the combined efforts of a gang of workmen and of old Sol, who has shone hot and strong the last day or two. River crafts are rapidly arriving, and a miniature forest of masts, including those of three steamers, is observable to-day.

The library of the late D'Arcy McGee was sold on Saturday by auction. The books realised good prices.

It is believed here that the veteran Col.

TORONTO, GREY & BRUCE RAILWAY.

TRAIN TO ORANGEVILLE.

SUCCESSFUL TRIP:

Yesterday the first train of the Toronto, Grey and Bruce Company left the Union Station, in this city, and ran through to Halton, a village within a mile of Orangeville, a distance of over 50 miles. The passenger cars of the Company are not yet running on the line, and the party consequently occupied two of the neat vans of the Company. Mr. John Gordon, the president of the road, was "on board," and also Mr. E. Wragge, chief engineer, Mr. Allan Macdonald, assistant engineer, Mr. W. H. Jacques, Mr. Donaldson, emigration agent, and Messrs. D. Cowan and Anderson, merchants, of Toronto. Two gentlemen from Georgia, who recently arrived in this city for the purpose of inspecting the narrow-gauge roads, were also present—Mr. W. P. Dearing, a celebrated engineer in charge of three roads, and Mr. H. H. Carleton—both of Athens, Georgia. Prior to the train which conveyed the party leaving the station, another train, loaded with 80 tons of iron, 4 box cars, and one van, drawn by the engine "Gordon," left the station and ascended Scarborough Heights. This train, which ran at about 25 miles an hour the whole distance, returned to the station about eleven o'clock, and with the above party on board, at once proceeded to the utmost limit of the line as yet laid—Orangeville. The trip over the line was somewhat void of interest. A party of section-men were at work on the road this side of Weston who had not been informed of the train, and a serious accident might have happened if a good look-out had not been kept by the engine driver, who was able to stop the train before the men were reached. It appears that telegraph orders are received from the Grand Trunk Company before a Toronto, Grey and Bruce train comes into or leaves Union stations, in consequence of the Toronto, Grey and Bruce Company using the line of the other Company; and no notice was consequently given by either Company to the section men. The alarm whistles and bell of the engine are not to be of sufficient power effectively to answer the purposes for which they are intended, and during a storm would be of little use. The road is an excellent one, though of course, not yet being absolutely completed, it would be unfair to judge it by other roads which are ably managed. It may safely be said, however, that the jolting even now, where the road is not graded, is not so bad as that of many parts of the Grand Trunk. The Caledon mountain, which offered so serious an obstacle to the construction of the road, and which was said by its opponents to be sufficient to prevent its construction, was ascended with great facility, and seemed to offer no serious obstacle; while the very difficult and dangerous curve technically known as "the letter S," was rounded at a good rate of speed.

The various stations of the road at Woodbridge, Kilmear, Paisley, and Charleston, are all commodious buildings. Groups of people assembled along the line, and cheered the train as it passed; and at Charleston two flags and quite a crowd of people had collected and gave a hearty cheer as the train came to the station. Many of the inhabitants entered the vans and were carried up to the end of the road, much to their delight and satisfaction.

The rate of speed attained by the train in its run of fifty miles varied, at one time being nearly 30 miles an hour. Orangeville was reached shortly after three o'clock. The engine of this train was No. 2—the "A. R. McMaster."

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realised good prices.

It is believed here that the veteran Col. Dyde is to be nominated aide-de-camp to the Queen. His appointment would undoubtedly give great satisfaction.

A constitution and code of by-laws for the Commercial Travellers' Benefit Society were framed on Saturday. Officers will be elected this evening.

The Ottawa correspondent of the *Herald* reports: It is understood, indeed, that before long Dr. Tupper will be allowed to send in his resignation, and the Ministry will no doubt the more readily consent to this as his connection with them has brought neither strength nor credit. Bad as many past transactions have been, nothing so shameless as this has been perpetrated, and some of the more high-minded supporters of the Ministry have stated that they are not prepared to do such violence to their conscience as to condone another such affair.

The accident last week near Lancaster has galvanized the Grand Trunk authorities into activity. Between Lancaster and Summers-town new ties have been laid down, beside making the track ready for repaving. A competent authority told me this morning that, if the new rails are no better than the new ties, the security of the road will not be much enhanced. My informant has had experience in the lumber business extending over twenty years.

SPECIAL TELEGRAMS

BURNING OF A BARN AND CONTENTS.

THORNBURY, April 10.

A frame barn, stable, and about 80 bushels of wheat, a wagon, plough, and some cattle, the property of a man named Moscorop, were burnt yesterday. The fire originated from a log-heap burning nearby, and in consequence of the high wind spread rapidly. Insurance, \$500; loss, about \$700.

FIRE IN PICKERING.

GREENWOOD, April 10.—The dwelling-house, stables, etc., occupied by Mr. John Gleeson, farmer, 5th concession of Pickering, were totally destroyed by fire yesterday afternoon. The neighbours turned out, and by great exertions succeeded in saving most of the grain, implements, cattle, and furniture; but owing to the high wind which prevailed at the time, it was quite impossible to check the burning element. The cause of the fire is supposed to be a defect in the stove pipe. The loss is about \$500. No insurance.

FIRE—DEATH FROM EXPOSURE.

SANDWICH, April 10.

Yesterday (Sunday), between the hours of 5 and 6 p. m., the wagon-shop owned by Mr. Marcott was discovered to be on fire. The flames quickly spread to the dwelling adjoining, belonging to Mr. Richards. The alarm was given in Windsor and an engine was soon on the spot. The contents of both buildings were saved. The loss is estimated at about \$1,000; no insurance.

This morning the body of a woman named Elizabeth Galt was found on the street. An inquest was held and the jury returned a verdict of died from exposure and effects of liquor.

ACCIDENTAL DEATH.

WALLACEBURG, April 10.

Last Tuesday evening a girl about thirteen years of age, daughter of William Babbit, ship carpenter, living about a mile from here, was found dead in a ditch of water near her home, under suspicious circumstances. On an inquest being held the next day by Dr. Newman, of this place, the jury returned a verdict of "drowned accidentally," which was not satisfactory to Mr. Babbit, nor his friends, and an old lady was called in to examine the body. She gave as her opinion that the girl had been foully dealt with. Some excitement arose at this; but no further investigation was made till Mr. Babbit swore a warrant for the arrest of Elgin Burgess, a respectable young man living near by. The case was then taken in hand by the magistrates, and Dr. Stewart, of Chatham, telegraphed for. He, with other professional gentlemen, made a post mortem examination of the body on Sunday. They decided that the girl had chronic disease of the brain; had no signs of violence on her person, and that death was caused by falling

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Mr. JOHN GORDON first addressed the meeting, and was received with considerable cheering. He said it was only six months since the first rail of the line was laid, and they had already overcome the great bugbear of the road—the Caledon Hill. (Cheers.) It was only a few months ago that he was told in the country that they would never be able to get over the Caledon Hill, but they had that morning rode up it and did not even know that they were doing so. (Hear, hear.) The present mission of the directors was to proceed into the county of Grey, and secure the by-law which was shortly to be voted upon. The object of the by-law was to carry the road into Owen Sound, and he was glad to be able to tell them that the key note had been struck in Owen Sound, where the by-law had been carried by a majority of about 160. (Cheers.) With regard to the view that Orangeville would be disadvantaged by the change of route, he believed that when they considered the large interests at stake and the country which would be opened up, and the fact that the magnificent harbour of Owen Sound would be opened, and the trade of the North-West find an outlet thereby, and that all this trade would go past their doors, they would not but believe that Orangeville and the adjoining district would profit by the change. (Cheers.) It was only two years since the by-law in this place was voted, and he was told that while at that time the population was between 800 and 900, the population had already increased, notwithstanding that the railway had not been opened, to over 2,000. It had been urged against them that they could not open the road in the winter, but the directors thought that it was better to complete the work than to open it by ten or twelve miles at a time. But trains had actually been running during the winter, and a large amount of freight had been carried for Messrs Gooderham & Worts and others. With regard to the position of the road he thought, so far as construction was concerned, that no fault could be found. With respect to its completion, it was now eighteen months since the contracts had been entered into to build the road to Arthur, and this week they had communication open to Orangeville, a distance of over fifty miles. Work was going on simultaneously at both ends between Arthur and Toronto. The Company thought that they would be able to open formally to Orangeville by the 1st of July,—on Dominion Day (cheers); to Arthur Village in August; and to Mount Forest or the borders of the County of Grey in October: this would be 91 miles of railway open within two years of the time when the first sod was turned at Weston by Prince Arthur. Looking at this he thought their friends from Georgia would not say that Canadians were slow old fogies after all. (Cheers.) With regard to the Grey by-law, they intended to carry it. The confidence felt in the road was growing greater each day; and the achievement that had been accomplished that day settled all question as to the practicability of the gauge. (Hear.) The Company intended, as an evidence of good faith to the county of Grey, to commence work simultaneously at both ends, and to engage to complete the road in eighteen months. With regard to the county of Bruce, he believed that the people would still have an opportunity of expressing their views on the question of the extension of time to the Wellington, Grey and Bruce Railway; and would decide in favour of the Toronto, Grey and Bruce Railway. (Cheers.) Mr. Gordon concluded by thanking those present for the confidence they had manifested in the road.

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