

just received: Nearly nine hundred men and men are now in the triangle formed by the lines running from Rheims to Rethel and Vouziers. Bazaine is not shut up. He has 120,000 men, and McMahon has 180,000.

They are making two marches on the Prince, who is a day ahead of Prince Charles. It is hoped that the French cannot come up in time.

Fifty thousand men left Paris on Monday in the vicinity of Rethel. It is said the Prussian force there is 500,000 strong.

Despatches from the Prussian general headquarters, dated Sunday, noon, declare that the communications are completely cut off, and all telegrams printed in Paris on him must have been manufactured.

McMahon's extraordinary move may have saved the Crown Prince's advance on Paris, but it has also made that advance at time hereafter easy.

The Times agrees with Prussia that the French must be taught to know the power of their neighbors.

Strasbourg, Aug. 30.—The Gazette, of this city, has the following: Last evening the Prussians, actuated by a desire to prevent the effusion of blood, undertook to attempt some sort of truce or mediation.

This view he went to Schillingheim, and an interview with Major Lechzinsky of the Prussian staff. He urged that the Prussians should be contrary to the laws of war.

The Prussians have been ordered to leave to withdraw from the city. The Bishop obtained a four hours cessation of the bombardment in order to give the Governor of Strasbourg an opportunity to negotiate.

The Governor was accordingly invited to come and examine the preparations which had been made by the Prussians for continuing the siege.

As Major Lechzinsky escorted the Prussian back to Strasbourg his flag of truce was riddled with bullets. The bombardment continues with guns of the largest calibre, and the surrender of the city is a matter of time.

TO CORRESPONDENTS.

A person writing to have the address of his changed, should be careful to give his name and initials, as well as the names of the offices from and to which he wishes to have his address changed.

Communications sent to this office, and intended for publication, should in all cases be accompanied by the name of the writer, though the name need not in all cases be published.

THE MARKHAM ECONOMIST.

MARKHAM, THURSDAY, SEPTEMBER 1.

THE WAR IN EUROPE.

The War between France and Prussia is being waged with unabated vigor.

French, always confident, are never without some new object upon which to place their hopes of success.

At the beginning of the war they crossed the boundaries of Prussia, and were confident that in a few days, be in Berlin.

Then they have been confident that the Prussian battle would show a victory for

TORONTO AND NIPISSING RAILWAY.

The annual meeting of the Toronto and Nipissing Railway Company will be held on the 13 inst. It is hoped that every shareholder will be represented; and in order to do so, it is necessary that "all calls due on stock be paid up at least one week before the day appointed for such annual meeting." The present board of directors have given very general satisfaction; but it has been reported that an attempt to form one or two "rings" has been made, but was checked by the prompt action of the majority on the board.

Let those who have made the attempt (if there is truth in the rumor) be left off. While on the subject, and in reply to our correspondent relative to the article in last week's issue, it was not intended to cast a reflection on the work, but on the labored article in the city cotemporary to secure to the contractors extra pay for the work contracted for.

The fencing, when finished, may be as good as any railroad fence in the province, and we believe if it is finished according to the contract it will be.

The original contractors, Messrs. Wheler & Son, have used every means possible to complete the fencing according to contract; but in some instances the sub-contractors have given the Company's inspector a great deal of trouble, and Messrs. Wheler also.

The material for fencing is good, and the ties furnished by Messrs. Wheler & Son excellent. Relative to the other contractors, the tardiness of the work only is what we complain of, and think it is quite time enough to praise the work when completed and accepted by the company.

MARKHAM COUNCIL.

This Council met at Unionville on the 27th inst. Reeve in the chair. Members all present. Minutes of last meeting were read and approved.

The Clerk read a communication from the Council of Whitechurch, respecting a grant made by said Council for gravelling on townline in Stouffville.

Mr. Lane, seconded by Mr. Reesor, moves that the sum of \$20 be paid to the order of Salem Eckardt, for repairing bridge between Lots 10 and 11, in 6th Con., the commissioners having certified that the above work has been done in a satisfactory manner.

Mr. Padget, seconded by Mr. Speight, moved that the sum of \$20 be paid to James Size, it being the balance for building bridge on 6th Con., front of Lot 28.

Mr. Reesor, seconded by Mr. Lane, moved that the sum of \$3 be paid to James Harrington, for plank put on culvert in road division No. 33; said sum payable on the order of the mover.

Mr. Speight, seconded by Mr. Padget, moved that the sum of \$40 be granted for filling in approach at east end of bridge on Lot 10, in 7th Con., and for repairing roadway; said sum payable on order of the mover.

Cricket.—A cricket match, between the Uxbridge and Stouffville clubs, took place on the grounds of the former on Friday last, the Stouffville club coming off victorious, with thirty runs to spare.

Uxbridge, 1st innings.....	89
" 2nd	72
Stouffville, 1st Innings.....	111
" 2nd	73
" 2nd	63
	141

Communications.

THE PROGRESS OF OUR RAILWAY.

To the Editor of the Economist.

SIR,—I observed with regret the strictures in an editorial of the Economist of last week, on the condition and progress of the Toronto and Nipissing Railway. When we consider the low price at which the contract for grading was let, the short time since the work began, together with the fact that the right of way was not purchased, in many cases, until the month of May last, I think we have little cause to complain of the progress that has been made. To construct even thirty miles of this railway, and have it in running order within less than one year from the time the work was commenced, as will likely be done in this case, is quite as much as the most sanguine should expect. With the exception of about one and a-half miles in Scarborough, and the same distance through Markham, the line is now graded all the way from the Scarborough junction to Stouffville, thus affording us a fair prospect of being ready for the track layers before the middle of September. It is a matter of no small importance to the Company to have the cars running through some thirty miles in time for the Provincial Exhibition, as well as to carry a part, at least, of the present barley and wheat crop to the Toronto market; and I have reason to believe that no effort will be spared to accomplish this result. They may or may not be successful, but will do their best. In regard to the fencing, I think I may venture the opinion that the work is quite as well done as the fencing upon any of the other railways in the Dominion. Whether the standard of fencing is as high as it should be I do not propose to discuss; but the work appears to be quite as well done upon this as upon most other railways.

Your obedient servant,

Markham, Aug. 31, 1870.

LOAFER'S ROOST.

To the Editor of the Economist.

DEAR SIR,—To speak of the gross negligence of some of our public officials, is to reiterate a truth, the necessity of mentioning which has been but too great of late. This culpable neglect is especially shown by them in regard to our public houses. Cases, in which the just performance of duty might possibly prove injurious to their next election, are looked upon with an indifference, indicating not an interest in the good of our township, but on the contrary, a servile obedience to those who have forfeited every claim to toleration in our midst. Were the "powers" of Scarborough but half so strict in dealing justly to our illegal grog-venders, as they are prompt in refunding those establishing a more pecuniary loss by dogs, ours would be a better township. Should a dog within our limits who, chained for years to his kennel, never, except in his dreams, know better than a "paradise of bones;" on breaking loose seize an innocent sheep; he meets with certain death. Our Council pay the damage. Although it is well known, that more than one of our dis-

six long months without paying a single cent to the township treasury as license. Common educated sense, apart from anything of sacred nature, would at once declare that things should not be. How is it possible for men in authority, having a knowledge of facts, can act with such a positive disregard to the welfare of society. Every man of the institutions like the Malvern groggers, allowed to exist, unrestrained by law, and checked by any moral principle, are capable of disseminating the seeds of moral and disease broadcast over our land. We are surrounded by two many agents for devils; latent evil principles of our nature, with the addition of a systematic hotbed for the propagation of everything evil and debasing in human nature. We pay an official for looking after the morals of the municipality in the matter of license, nothing prompts him to perform his duty, it appears to me that our present system of inspection is but a hoax, and a poor one at that.

Yours truly,

Scarbore', Aug. 27, 1870.

Awful Calamities by Lightning.

Fifteen hundred people were under Bailey & Co's circus tent in Kingston, when the electric storm prevailed on Thursday evening. A short distance from the main tent was a smaller tent used as a fruit stand. A few feet from this stand stood a willow tree, situated in the corner of the yard of an adjoins dwelling. On the circus ground, under the tree, were grouped a large number of persons who had taken shelter there from the rain. Under the fruit tent were also congregated 25 persons, while hitched to the tree was a horse attached to a wagon, a colourman being seated in the latter. Mirth and merriment prevailed about this group, one colourman yelling at times to passers by, "Save yer I'll gib yer a show before morning," and another would laugh. Faster and more violent big drops of rain, and more brilliant and rapid became the flashes of lightning, suddenly one blinding sheet of flame lit up the scene, and a terrible peal of thunder followed instantly. The scene which then occurred the circus tent baffles description. Rows of faces were everywhere, and a fearful panic imminent, but the great presence of mind of Bailey, the proprietor of the circus, saved dozens of lives. He shouted with all his main to the audience, "Keep your seats and called loudly on the band to play, at the same time he urged the performing about the ring through little lakes of water, thereby to attract the attention of the audience, so as to prevent a rush and consequent trampling to death, and well he succeeded. The cracked his jokes and laughed as loud as he could. It could easily be seen that it was not a laugh, and that he too was thoroughly alarmed.

While all this was going on inside, a shaft of lightning had done its work. Never were such fearful results of a single of lightning recorded before. The bolt came from the west or south-west, a hole about 12 feet square, through the main canvas, thence across an open space, willow tree spoken of above, about 40 yards distant, shattering that tree, killing the which was tied to it, and knocking senseless driver, tearing the soles from his boots, and his clothing. Passing thence it descended the group of coloured persons near the tent, then came death. Five were instantly all coloured people: Elizabeth Newkirk, aged 15; Jane Montague, of Markham, aged 50; Arthur Scott, Kingston, aged 30; Bush, Markham, aged 25; W. S. (supposed to be dead) were talking

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Toronto and Nipissing Railway.

SPECIAL GENERAL MEETING.

A special general meeting of the shareholders of the Toronto and Nipissing Railway was held at the office of the Company at noon on Saturday, for the purpose of giving the directors the sanction of the shareholders to the issue of bonds of this Company to Messrs. Gooderham & Worts to the amount of \$150,000. The chair was occupied by Mr. John Shelden, the President, besides whom there were present the following Directors:—Messrs. J. E. Smith, Vice-President; W. F. McMaster, T. C. Chisholm, J. C. Fitch, Alderman Adamson, and J. E. Ellis. Among the other gentlemen present we noticed Messrs. James Graham, Secretary; E. Wragg, Chief Engineer; John Leys, Solicitor; J. G. Worts, O'Keefe, Matthews, W. H. Boulton, James Britton, James Burns, Alderman Dickey, B. Homer Dixon, and Mr. Lees, of Rice, Lewis & Co.

The Secretary having, at the request of the Chairman, read the advertisement calling the meeting,

Mr. W. F. McMaster said that it was his duty to move a resolution confirming the sale by the Directors to Messrs. Gooderham and Worts of bonds of the Company to the amount of \$150,000, the proceeds of which would be necessary to complete the road to Uxbridge. The resolution was as follows:

"That whereas it is necessary to issue Bonds for the purpose of raising money for prosecuting the undertaking of the Toronto and Nipissing Railway Co.; and whereas the amount of the paid up instalments on the Share Capital of the said Company is \$64,515; and whereas the amount of paid up municipal and other bonuses is \$88,238; and whereas the amount actually expended in surveys and works of construction upon the said Company's line is \$166,142. Now therefore, the sanction of the shareholders of the said Company be and hereby is given to the issue, by the directors, of the bonds of the said Company to the extent of \$150,000, in pursuance of the 22nd section of the Act of Incorporation of the Company, 31 Vic., chap. 41."

Mr. J. C. Fitch seconded the resolution.

Mr. W. H. Boulton said that perhaps it would be well if Mr. McMaster would state, for the information of the meeting, the terms on which this sale of bonds had taken place.

Mr. McMaster said that the amount of bonds sold to Messrs. Gooderham & Worts was \$150,000. These bonds were payable in five years, and bore interest at 8 per cent. They had been sold to the purchasers at such a rate that they would pay 10 per cent. The \$150,000 worth of bonds at this rate yielded \$138,420, from which a commission of 9 per cent. had to be deducted. This commission amounted to \$12,457.80; the present value of the \$150,000 in bonds was therefore \$125,962.20. This paid the purchasers 12 3/4-100 per cent. Interest was payable on one-half of the amount of bonds sold from the 1st of August; on the balance from the 1st of September.

Mr. Worts said that before the resolution was put, he would like to make a full and open explanation of the manner in which the bonds had come to be sold to his firm, in order that the whole transaction might be known to the public. When the delegates were absent in England, Mr. Stephens, of Montreal, who was then in England, telegraphed out here saying that he would take the whole amount of the bonds the Company could issue (\$500,000) at the same rate as that at which they had been sold to his (Mr. Worts') firm. The Board held a consultation in reference to the offer, with the speaker, who advised them to offer Mr. Stephens bonds to the amount of \$150,000 on the terms he had proposed. The Board did so, and Mr. Stephens said that he would either take the whole of the bonds or none. The speaker then told the Board that he would take the \$150,000 worth of bonds, which would be all that it would be necessary for them to sell for six months. His

Young Canada and Old America.

A Montreal paper boasts that a shipping firm in that city owns the largest fleet of steamships held by any one company in the world. The subject is one in which we have no interest, but as illustrating what we are suffering under our own unwise navigation laws, it becomes of consequence. The Canadian Allan line, now grown into such stupendous dimensions, has attained its present development precisely during the period when our own commercial marine has been steadily waning. It has grown just in proportion as our own has disappeared. It has a regular weekly mail line of first-class steamers to Liverpool. It possesses, also, a freight line to Glasgow and Liverpool. Montreal is their point of departure, and from that port other lines depart periodically for London or the Continent. An experiment is also being made from the same place in the direct Mediterranean trade with steamers. These important facts should be generally disseminated throughout the country. They speak more forcibly than a thousand arguments. They establish the fact, now almost unheeded, that a great maritime nation is growing up at our own doors. They show that while we are standing impassively, with our arms folded, a neighbouring country having in no comparison such natural or artificial advantages as ourselves, is quietly but not gradually building up a trade which should be all our own. It is for this purpose alone that we call special attention to it. We cannot affect any longer indifference, unless we would allow our chances entirely to slip away. The business men of the Dominion display no such apathy. In addition to the marvellous development of their shipping interests, they are now engaged in utilizing a harbour at Bic, in the lower St. Lawrence. This step will, it is believed, permit them a two months' longer navigation in the year than they now possess. Railways are being constructed to meet the necessities of this anticipated trade, the temporary suspension of which by the agency of winter will then be so greatly reduced.—*Buffalo Express.*

A Wisconsin farmer wants to know what his class of people are coming to when it takes ten bushels of wheat to buy a pair of boots.

The safe at the Richmond Hill Station, N.E.R., was blown open and money abstracted on Monday night week.

The population of London is four times that of New York, and exceeds that of Scotland. For many years London had about as many inhabitants as New England, but of late has far outstripped it. The census of 1871, it is expected, will show the population to be 3,750,000.

A young man in Bertie, the other day, attempted to take liberties with the lips of a young lady of that township. His nose bled profusely from a blow struck well out from the shoulder by the fair proprietress of the said lips.

TORIES OF THE WAR.—The following list shows the number of the German troops three days before the battle of Wolsenbourg:—Confederation of the North—Infantry, 550,000; artillery, 1,200 guns; Infantry recruits, 187,000; cavalry, 18,000; artillery, 284; landwehr Infantry, 200,000; cavalry, 10,000; total for the Confederation of the North, 994,000 men, 1,680 pieces of artillery, and 193,000 horses. Adding to these the troops of Bavaria, Wurtemberg, and Baden, there is a force of 1,124,000. Making the very liberal deduction of 35,000 killed and 85,000 wounded, as reported by the French authorities on Tuesday, the German army still numbers over a million men.

Unless death should at once overtake Louis Napoleon, the rest of his life will be pretty comfortable, whatever may be his political destiny. He has laid up an immense fortune, and considering that thirty years ago he was a penniless loafer and adventurer, he has done pretty well in a material point of view—as well if not better than Commodore Vanderbilt, or William B. Astor, who have not himself talked about in history

IMPORTANT NOTICE

HENRY TANE

Has received per steamer "Scandinavia" a large consignment of

Fancy and Staple Antislavery

Consisting of

FACTORY COTTONS, BLEACHED CO

WHITE FLANNELS, FANCY SHIRTS

Scarlet Flannels, Plain and Fancy Winceys, Un

Gray Flannels, Plaid Wool Shaws,

FANCY DRESS PIECES UNEQUALLED

For Extent, Variety and Style.

FACTORYS BY THE PIECE AT WHOLESALE

300 COTTON GRAIN

GROCERIES AS USUAL OF THE BE

A good Tea for 50 Cents per pound.

SUGAR WILL BE GIVEN FOR BUTTER, EGGS

Markham, August 25, 1870.

Dye Stuffs! Dye Stuffs! JUST B

WE have received a large stock of all kinds of dye stuffs of the very best possible description, which we are selling

20 per cent. cheaper than any other house in Toronto.

HUGH MILLER & Co.,
167 King St., East,
Toronto.

August 16, 1870.

IMPORTANT SALE OF BUILDING LOTS

IN CANNINGTON.

On Thursday & Friday, September 15 & 16,

There will be sold by Public Auction, in Cannington, a number of valuable Building Lots, in the business centre of the village; also, Lots suitable for Private Residences.

The Village is likely to become the principal centre of business on the line of the Toronto & Nipissing Railway, as it is situated in the heart of an extensive and rich district country, having six or seven manufacturing already established. For people desirous of commencing business at a new and promising point, no better opportunity could be desired.

TERMS—half cash, balance in three annual instalments with 7 per cent interest, 10 per cent on day of sale, balance on completion of deeds.

Sale commences at one o'clock on Thursday.

For Plans and further particulars, apply to the undersigned, or to O. Gibbs, Esq., Cannington.

G. LAIDLAW.
Cannington, Aug. 24, 1870. 718-3

Challenge.

I HEREBY challenge any person within the Dominion of Canada to throw a 5 1/2 oz. cricket ball for a sum not under \$100 nor over \$500. This challenge to remain open for 3 months. Parties wishing to make a match will address Edward Wotton, Markham, Ont.

ROBT. R. WILSON
Markham, Aug. 17th, 1870. 717-8m

HORSES AND CATTLE.

MILLER'S DEBBY OIL

Is the most wonderful discovery in chemistry for healing fresh cuts or old sores.

HUGH MILLER & Co.,
167 King St., East,
Toronto.

August 16, 1870.

717-1f

Toronto & Nipissing Railway Company.

NOTICE is hereby given that the annual meet-

Ladies' and Ge

Latest Parisian; L

Manufactured from

On hand a v

Men's, Women's &

FAMILY

Boots and S

shortest notice and

Markham, April

J. L. M.

No. 44 KING

(4th Door W

TO

Importers

DRUGS,

PAINTS, O

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Brushes, A

Essences

Fancy Good

Toronto, May 2

GILCHRIS

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Builders &

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Ux Jo
7th Sept
1870

into a legal light and the amount, in default of an agreement to be settled by the courts of the assistant Barristers. The other clauses of the bill were in an equally favorable spirit of concession to the tenant.

Mr. Forster's educational bill was received with general satisfaction, with the exception of the most active and irreconcilable section of nonconformists.

By the Government Bill all existing schools are to be maintained by the continuance of Government aid to voluntary effort; and all existing deficiencies in provision for education to be ascertained by official enquiry, and to be remedied by the establishment of schools at the joint expense of the local ratepayers and the treasury. The new schools to be under the direction of school boards, elected by the ratepayers. In the original frame of the bill, every school board was to decide for itself all questions relating to religious instruction, which caused a violent agitation among dissenters, for the prohibition of all religious instruction during school hours; but in the end the clause stood as first framed.

The law of naturalization was altered in accordance with the recent convention with the United States.

Mr. Leatham introduced his ballot bill but as it was not likely to be passed this session it did not attract much attention.

The Army and Navy Estimates showed a great reduction, but the army were suddenly increased the last week of the session by an almost unanimous grant in the house of £2,000,000 and 20,000 men owing to the present disturbed state of Europe.

The Colonies attracted a good deal of the attention of Government, but all the pressure brought to bear on the Earl of Granville failed to prevent the withdrawal of troops from the colonies.

A bill for the protection of the property of married women was passed—and the House of Lords preserved the most valuable clauses whereby worthless husbands will be prevented from depriving hard working women of their earnings.

A Bill legalizing marriage with a deceased wife's sister, passed the lower house by a majority of 70, and for the first time the upper house was very nearly evenly divided upon it, being lost only by a majority of 4.

A new Foreign Enlistment Bill, a Bill for enabling the Crown to call out the Militia, and some exceptional measures in accordance with the present aspect of

dead, with traces of arsenic about her mouth, which led to the conclusion she had been poisoned, her son was accordingly arrested, and a Coroners Jury was empaneled but we have not heard the result.

New Store.

We draw attention to the advertisement, in another column of Mr. C. E. Kyle who is opening a new Grocery and Provision Store, in Mr. Bruce's old stand, on Main St. He guarantees to sell a good article at a reasonable rate, and we recommend our friends to give him a call.

Toronto and Nipissing Railway.

We are glad to learn that Mr. A. T. Button of this place, has taken the contract for 4 of the stations on this line. Mr. Wheeler in addition to the tank houses, has the erection of the two engine houses, viz., one at Scarboro junction, and one at this village.

Friday evening of last week, the Good Templars of this place, dedicated their new organ to the cause of temperance. The entertainment consisted of speeches, singing, recitations, and passed off very pleasantly. The instrument was purchased of Mr. F. E. Davis, and is one of White's of Hamilton, double reed with automatic swell.

Accidents.

On the morning of the 2nd inst., Mrs. Wm. Thompson 7th Con. of Scott, was engaged in milking, when some of the stock ran through the yard, and one of them running over Mrs. Thompson broke her leg below the knee; the fracture was so severe that the bone protruded through the skin. We are glad to state that she is getting on favourably.

On the 1st inst., a daughter of Mr. Benjamin Murrie of Reach—about 7 years of age—jumped on the coupling pole of a loaded wagon—and got her leg entangled in one of the wheels, and her ankle was severely bruised, fortunately no bones were broken.

On the 31st ult., Mr. David McKinnell of Stouffville, was drawing a load of shingles down a hill, near Ringwood, when the bundle on which he was sitting burst open, and in trying to pull up the horses, he slipped off the forepart of the wagon and two of the wheels passed over his body inflicting such severe injuries, that he died in about two hours afterwards—he was a young man of much promise, about 19 years of age, and his loss is much deplored by a numerous circle of relations and friends.

Where are our Division Courts to hold their sittings.

We are sorry to hear a rumour that the trustees of the Ontario Hall Co.,—had closed their doors against the sittings of the Division Court yesterday, because the Township Council had failed

At 11:55 the musketry fire in the valley behind Sedan, which had opened about 11:25, became exceedingly lively, being one continuous rattle only broken by the loud growling of the Mitrailleuse, which played with deadly effect upon the Saxon and Bavarian columns. General Sheridan, by whose side I was standing at the time, said that he did not remember ever to have heard such a well-sustained fire of small arms. It made itself heard above the roar of the batteries at our feet. At 12 o'clock precisely, a Prussian battery of six guns, on the slope above the broken railway bridge over the Meuse, near La Vilette, had silenced two batteries of French guns at the foot of Bare Hill, already mentioned, near the village of Floing.

At 12:10, the French infantry, no longer supported by their artillery, were compelled to retire to Floing, and soon afterwards a junction between the Saxons and Prussians behind Sedan was announced to us by Gen. Von Roon, who was eagerly peering through a large telescope, as being safely completed. From this moment the result of the battle could no longer be doubtful. The French were completely surrounded and brought to bay at 12:25. We were all astonished to see clouds of retreating French infantry on the hill between Floing and Sedan. A Prussian battery in front of St. Menges was making accurate practice with percussion shells among the receding ranks. The whole hill for a quarter of an hour was literally covered with Frenchmen running rapidly.

Less than half an hour afterwards, at 12:50 Gen. Von Roon called our attention to another French column in full retreat to the right of Sedan, on the road leading from Bazeille to the La Garenne wood. They never halted until they came to a red-roofed house on the outskirts of Sedan itself.

Almost at the same moment, General Sheridan, who was using my opera-glass, asked me to look at a third French column moving up a broad grass covered road through the La Garenne wood immediately above Sedan, doubtless to support the troops defending the important Bazeille ravine to the north-east of the town. At one o'clock French batteries on the edge of the wood toward Torcy and above it opened a vigorous fire on the advancing Prussian columns of the third corps, whose evident intention it was to storm the hill north-west of La Garenne, and so gain the key of the position on that side.

At 10.5 yet another French Battery near the wood opened on the Prussian columns, which were compelled to keep shifting their ground till ready for their final rush at the hills, in order to avoid offering so good a mark to the French shells. Afterwards we saw the first Prussian skirmishers on the crest of the La Garenne hills above Torcy. They did not seem in strength, and General Sheridan, who was standing behind me, exclaimed—"Ah, the beggars are too weak; they can never hold that position against

TORONTO AND NIPISSING RAILWAY.

ANNUAL MEETING OF STOCK-HOLDERS.

The annual meeting of stockholders of the Toronto and Nipissing Railway Company was held at noon yesterday, in the Board Room of the Company, Front street. The following gentlemen were present: John Goodrich, President; Geo. Laillaw, Alderman Dickey, John Gordon, Joseph Gould, James E. Ellis, J. C. Fitch, J. Adkinson, Wm. Gooderham, W. F. McMaster, W. H. Boulton, J. S. McMurray, John Paken, J. O. Worts, E. Wilkes, John Lyle, W. H. Beatty, E. Wragge, James Graham, W. B. Hamilton, James Robinson, T. C. Chisholm, Jas. E. Smith, John Ward, Wm. Hamilton, C. Bedford, John McNab, Charles Robertson, O. Keefe, Wm. Thomson, Wm. Myles, John Boulton, A. Brethour, Robt. Henry, John M. McKay, A. B. Lee, Mr. Lee for J. O. Joseph & Co., Capt. Gardner, R. W. Elliot, M. Mason, Capt. A. Taylor, &c.

Mr. JAMES GRAHAM, Secretary, read the notice calling the meeting, which was for the election of Directors for the ensuing year, and for general business.

The SECRETARY then read the following Report:

ANNUAL REPORT.

Toronto, 13th Sept., 1870.

The President and Directors of the Toronto and Nipissing Railway Company, in presenting to the Stockholders the Balance Sheet of Receipts and Disbursements during the past year, have the honour to submit the following report to them for approval:

Since the election of the Board, in July, 1869, they have endeavoured to give their utmost time and attention to further the prospects of the Company and to push forward the construction of the Railway to as great an extent as consistent with the interests of the proprietors.

The attitude taken by the Reeve of Brock township has prevented them from extending their works as far back into the country this year as they could have wished, but they hope, nevertheless, that the measures they have taken will enable them to open for traffic 41 miles of railway, from Toronto to Uxbridge, during the present season, and that the Stockholders will possess, before the second Annual Meeting, a line of railway 80 miles in length, from the junction with the Grand Trunk Railway at Scarboro' to the west of Gull River, at Cobocook.

It is the intention of the Company to petition the Local Legislature, in the next Session of Parliament, for a grant to enable them to place under contract next year an additional 40 miles beyond Cobocook, passing through Shrewsbury to Trailing Lake.

During the past year the Board considered it advisable to send a deputation from their body to England, to endeavour to place the lands of the Company in that country with manufacturers of rails; but finding the rail trade in that active state for them to do anything to the advantage of the Company, they purchased the rails for cash, and arranged to place a portion of their bonds, to the extent of \$100,000, with Messrs. Gooderham & Worts, of this city, who have manifested so much confidence in the affairs of the Company.

The Board of Directors, in their announcing the policy they recommend to their successors, trust that the stockholders will lend their aid to them as actively as they have done to the present Board, to enable them to further the progress of this undertaking, which the Directors feel confident contains the elements of sound commercial success, and which they believe will be the means of opening up and bringing to this city a large additional trade, which, while being of advantage to the stockholders, will also advance the future prospects of the city of Toronto and of the Province of Ontario.

The Directors appeal to this report the annual report of the works in detail furnished to them by the Chief Engineer, and which will doubtless be received with interest by the stockholders.

JNO. SHEDDEN,

President.

BALANCE SHEET.

Statement of Receipts and Disbursements of the Toronto and Nipissing Railway Company for the year ending 13th Sept., 1870.

heavy work; the chief amount of construction, however, is in the township of Uxbridge, where the country is rolling.

The first bridge of any size that crosses the River Rouge, near Unionville, is the township of Markham, and which consists of three spans of 44 feet each, and four spans of 16 feet each. The whole structure is founded upon Rock Elm pines. The other bridges which are already executed are three small bridges in the township of Scarborough, all over the Highland creek or its branches, and two more over leaders of the River Rouge, in the township of Markham. There will be three small bridges in the Township of Brock, over the Beaver Creek; and with the exception of a trestle bridge at Markham, 7 spans of 20 feet each, and a few short trestles of 3 spans of 16 feet each, none and there, this constitutes the whole of the Bridge work.

"The contract for grading between Scarboro' Junction and Uxbridge village was placed in the hands of Messrs. Ginty & Co. on the 6th of November, 1869, and the contract for ties and fencing for the same distance was awarded to Mr. Edward Webster, of Stouffville, at the same time. The grading is very nearly completed, only some three or four miles of the distance yet remaining; the fencing is similarly advanced, and nearly all the ties are delivered. North of Uxbridge, the line has been cleared for a distance of some 12 miles, half of the ties have been delivered, and a considerable quantity of fencing has been erected. Messrs. Ginty & Co. having relinquished their contract on this portion of the line, Mr. McKee, of Eldon, who has received it from the company on the same terms as Messrs. Ginty & Co., is now busily making his preparations for prosecuting the work with vigour, so as to get through the swamps before winter.

"The tanks and tank-houses are now in course of erection, and will soon be completed.

"The engine shed at Scarboro' is in course of erection, and will be ready in a week.

"The stations are being built by Mr. A. T. Button, of Uxbridge, and will be finished in November, I hope.

"The ballasting and tracklaying is being done by Messrs. Fittin & Ryan. Work was commenced upon this contract on the 5th inst.

"Advices I have received from Sir Chas. Fox & Sons indicate that up to the present date 1,400 tons of rails and fastenings have been shipped from England, which will be sufficient to lay the track as far as Stouffville; and the total quantity to lay as far as Uxbridge will be shipped in a month from the present date.

"One of the locomotives ordered is on board the Europa, now daily expected at Montreal. The Kingston Engine Company of Canada have one engine nearly completed, and five more in progress.

"Messrs. Hamilton & Son have completed several of the platform cars, under their contract. They will have a couple of passenger cars ready by the 1st of October. The total order with them at present is for eight passenger cars, thirty platform cars and fifty box cars. The passenger cars are 35 feet in length and capable of holding 44 passengers each. These, as well as the platform cars, are fitted with three pairs of wheels and radial axletrees, an arrangement enabling them to traverse sharp curves and bringing the centre of gravity as low as possible, the platform being only two feet six inches above the level of the rails. The platform cars are thirty feet in length by eight feet in width and are capable of carrying ten tons each. The box cars are fifteen feet in length by eight feet in width, and will carry from five to six tons.

"In conclusion I would say that it is a matter of congratulation that within twelve months of the letting of the first contract the company will have made and opened for traffic thirty-two miles of new line, with the works on the Grand Trunk, ninety miles in length, and will also be well advanced with an additional length of thirty-four miles.

"I have the honour to be, gentlemen,

"Your obedient servant,

"EDMUND WRAGGE.

"Chief Engineer."

The CHAIRMAN moved the adoption of the Report, and said the affairs of the Company were in a very satisfactory condition. There was no doubt that some time this fall the road would be open to Uxbridge, and next year he expected to see the line in operation to Cobocook. He was confident that the road was a good undertaking, and he hoped and believed that those who had put their money in it would receive a good return. It was important that a Board of Directors should be elected who would have the confidence of the stockholders.

to the Board was that you could not sell the bonds and would not get the money.

The CHAIRMAN, Mr. W. H. Boulton, then did not say the Board to choose who was appointed by the delegation; and if Mr. McMaster did not lay those letters before the Board, it was not the duty of the delegation. There was one thing, however, which was upon the advice of Messrs. Gooderham & Worts, who were writing to the Board, advertised in the Canadian News and the Railway News—papers largely circulated amongst railway men. The prices of everything they bought would be found in the invoices.

Mr. McMaster said the letters received from the President were read in the meeting of the Board following their reception. The only reference in them to the purchase of anything was with respect to the 22 tons of rail at 23 lbs. But fastenings, spikes, bolts, &c., were bought, and as Mr. McMaster of Flanders, who was expected to certify to these outlays, he certainly ought to have had a report from Mr. Sheldon.

The CHAIRMAN repeated that he had nothing to report, except what was in the letters and what he had already stated. Their consulting engineer in England sent out calls for tenders, and on his recommendation the lowest tender was accepted. So there was no jobbery in the matter.

Mr. McMaster said he did not insinuate that there was any jobbery; but he considered that the delegates went beyond their instructions when they made these purchases before ascertaining on what terms they could have been made in this country. There was ample time for that.

The CHAIRMAN remarked that when he was in England he and Mr. Laillaw took the trouble to run down to Bristol to see the engines that were being made there for the Company, and they took upon themselves, without consulting the Board, to order some alterations in the plan of these engines. The tank would not hold enough of wood for this country, and the mode of putting in water was not the best. The alterations they ordered improved the engines.

Mr. GEO. LAIDLAW wished to make a few explanations, although the ground had been pretty well gone over yesterday. He wished this fact to be remembered by the Shareholders and the public. The bonds of the Toronto and Nipissing Railway were based upon bonuses of about \$4,500 per mile, and \$200,000 of stock; while the bonds of the Toronto, Grey, and Bruce Railway were based upon bonuses of \$7,800 a mile and \$325,000 of stocks. So that the bonds of the former Company were not so good as those of the latter. And yet the sales of the bonds of both companies were continually compared to the disadvantage of the Nipissing bonds, the fact of these bonds being of less value not being considered at all. Mr. Laillaw then repeated the statements he made at the previous day's meeting respecting his negotiations with the Ontario Government. Mr. Fyfe and Mr. King. The latter gentleman finally agreed to give the Company \$200,000 upon their bonds, upon the same terms as those accepted by Messrs. Gooderham & Worts from the Toronto, Grey and Bruce Company—namely, at 10 per cent., and that 30 per cent. of the gross proceeds of the railway be delivered every week to the Bank of Montreal, to remain there as a sinking fund to pay off these bonds. Mr. King was also willing to give Messrs. Ozowski and Macpherson \$200,000 more, provided they would agree to iron the road to Cobocook. After some hesitation, Mr. Macpherson agreed to iron the road to Cobocook, provided he would be authorized to change his bonds into stock. (Mr. Laillaw) opposed such a proviso, and the Board would not agree to it. While the negotiations with Mr. Macpherson were pending, he (Mr. Laillaw) was astounded by a statement made by Senator McMaster in Mr. Macpherson's office, to the effect that he did not believe that Mr. Gooderham & Worts would buy the bonds at 10 per cent., although at that very time the agreement was signed. He was astonished that a Senator of Senator McMaster's standing should make such a statement. He next referred to the offer of Messrs. Geo. Stephen and Hugh Allan, of Montreal. These gentlemen had agreed to take \$500,000 of bonds, at 10 per cent., with 12 per cent commission, but the Board took no action on that offer, partly, he believed, from jealousy of Montreal. While the deputation was in England, Mr. George Stephen arrived and got negotiations were opened again, with him, through Sir John Rose; but Mr. Stephen would not do anything better than take \$200,000 of the bonds at 10 per cent, with 9 per cent commission, which was equivalent to about 11 1/2 per cent for the money, cash down, as far as the Company wanted it, interest to commence when the money was lent.

thought, however, that he had been misled by the deputation who had made a report of the proceedings to England, and he resigned in consequence of that.

The CHAIRMAN and Mr. LAIDLAW said no night whatever was intended.

Mr. McMaster thought it was the plain duty of the deputation to report to the Board. He would be very willing to do all he could in the future to aid the company, although not in the character of a director.

On the motion of Mr. Worts, seconded by Mr. JAMES FINNIX, Messrs. C. Robertson and J. Lee were appointed scrutineers, and the polls declared open till four o'clock.

At four o'clock, the scrutineers reported that the following gentlemen had been elected as Directors:

Messrs. Wm. Gooderham, jun., J. Gould, jun., J. C. Fitch, T. C. Chisholm, J. Sheldon, J. E. Ellis, Geo. Laillaw, Hugh McDonald, and J. Gardner.

The meeting then separated. A meeting of the Directors was afterwards held, at which Mr. Sheldon was elected as President, and Mr. Wm. Gooderham, jun., as Vice-President.

THE TIEN-TSIN MASSACRE.

(From the Shanghai Correspondent of the London Times.)

The French mission property and French Consulate were situated far away from the foreign settlement, in the Chinese town, and near to the official residence of Chung-how, the superintendent of trade for the three northern ports, and Governor of Tientsin. It seems that the mob began to assemble during the forenoon of the 21st, in the neighbourhood of these buildings, and by noon had reached some 6,000 or 7,000 men. Communication was going on during the morning between the Consulate and the yamen, in regard, apparently, to some kidnapper who had been caught, and who declared himself to be an employee of the French priests. Visits had been interchanged between a member of the Consulate and one of Chung-how's subordinates. About noon the French Consul, M. Fontanier, went himself to the yamen, accompanied by his assistant, M. Simon, no doubt to remonstrate with the Governor on his supineness in view of the threatening aspect of affairs. M. Fontanier was, the Chinese say, greatly excited, and we may well believe it, in face of the imminent danger. What really passed we shall probably never know; it is, of course, the interest of the Chinese to throw all the blame for violence on the Consul, and to take credit to Chung-how for having behaved in a conciliatory manner throughout. It is easy to imagine that their very calumnies of demeanour may have added to M. Fontanier's excitement. He knew that an immense crowd had assembled with the declared intention of attacking the mission premises, and he was asked by the Governor to take tea, after the usual Chinese formula, and to discuss measures at this eleventh hour for quieting the minds of the people, when nothing but prompt and decisive action could avail. One thing only seems certain, that a stormy interview ensued, that the attendants eventually tried to thrust M. Fontanier forth from the hall, that shots were fired by the latter and the street, and that they eventually reached the street, and were at once cut to pieces by the mob. One account says the Consul exclaimed that he saw his life was doomed, but that Chung-how should die too, and fired at the latter, but missed, and was then expelled. Another says he insisted on Chung-how accompanying him to the mission premises, and that on the latter stopping in the crowd to speak to a mandarin, the Consul, imagining apparently that he was going to evade his promise, fired then, and was set upon and killed. All these are purely Chinese reports, and reliable only so far as they point to a stormy interview between the two officials, and to the fact that the French Consul was killed by the mob on leaving the Governor's yamen.

But, dreadful as is this death, the details are more horrible of the massacre of the priests and Sisters of Mercy which followed the attack on the mission premises. It is not clear whether this occurred before or after the murder of the French Consul; but the two occurrences were very nearly simultaneous. The establishment of the Lazarists, the Jesuits, and the Sisters of Charity were burnt and their inmates murdered with circumstances of brutal atrocity. Women whose only fault was to have devoted their lives to do good; who had earned the respect of the foreign community at Shanghai (where they were known and appreciated) as well as at Tien-tsin, were stripped, their bodies ripped open, their breasts cut off, their eyes scooped out, and their remains cast into their own burning houses. All

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a very good grace from the rulers of Poland; indeed, it is merely a cover for the Prusso-
phobia that pervades all political circles here.
What the Russians fear is not so much the
loss of the Baltic provinces—which it
would be very difficult for Prussia to con-
quer, and still more to hold, on account of
their geographical position—as the advance
of Germany to the Vistula. The Russo-
Prussian frontier is at present completely
open, and now that Germany is no longer
Russia's vassal, but her rival, the great
military strategists at Berlin will, it is
thought, not fail to see the necessity of some
strong natural boundary to protect the Ger-
mans against a sudden attack from their
jealous neighbour. The dread of a war arising
from this question is very general here, and
the Russian diplomats are therefore doing
their utmost to stop the present struggle be-
fore France is utterly exhausted, so that at
some future time they may be able to claim
her assistance against the common enemy.
A rapprochement with France would further
have the advantage of leaving Russia free to
pursue her designs in the East, and also of
removing a fruitful source of disturbance
among her Polish subjects by depriving them
of the hope of French support. These ideas
have produced a reluctance in the Russian
statesmen to enter into a common action with
England in the present struggle. It is sup-
posed that England would object to the
revocation of the Treaty of Paris, and throw
other obstacles in the way of Russia's design
in the East, while France, in her present
helpless state, would consent to everything
if Russia would only prevent her dismember-
ment."—*Phil Mail Gazette*.

LATEST FROM OTTAWA

New Edinburgh Woollen Mills—Personal
Ministers—The Lumber Season.

(By Telegraph from our own Correspondent.)

OTTAWA, Sept. 23.

A sale of the New Edinburgh woollen mills
took place to-day. The competition was
keen. Jas. McLaren was the purchaser at
\$43,000.

The report that the Hon. Mr. Keany is to
be knighted is reliable.

Capt. Cameron, who is here, is, it is said,
about to go into the regular service again.

It is said that all the Ministers will be in
Toronto next week, and that a Cabinet meet-
ing will take place there.

The shipments of sawn lumber from this
port to the United States to this date is
about \$3,700,000 feet. This does not cover
all the shipments from the mills here, as a
good deal of lumber made here is entered in
Montreal for the United States. It is rough-
ly estimated that, including entries in Mon-
treal, one hundred millions of feet of sawn
lumber have been shipped from Ottawa to
the United States this season. About fifty
millions of feet of lumber were on the piling
grounds here this spring, and there are about
seventy million feet in the grounds. The
amount made here this season was about one
hundred and forty millions of feet. The
total shipments to the United States, Eng-
land, South America and West Indies were
about one hundred and twenty millions of
feet.

PRESBYTERIAN UNION.

Meeting of Delegates from Various
Churches.

(By Telegraph from our own Correspondent.)

MONTREAL, Sept. 23.

A meeting of delegates from Presbyterian
Churches in British North America, ap-
pointed to consider the practicability of a
union of these churches, was held in St.
Paul's Church here this morning. There
were present the Rev. Dr. Cook, Rev. Prin-
cipal Snodgrass, Hon. A. Morris, and Messrs
Jas. Crookland McDougall, of the Presby-
terian Church of Canada in connection with
the Church of Scotland; the Rev. Drs. Tay-
lor and Topp, Rev. Robert Ure, Hon. Mr.
McMurrich, Messrs. David McKay and
Thos. Macrae, of the Canada Presbyterian
Church; Rev. Allan Pollock, Rev. Donald
Macrae, Rev. G. M. Grant, Hon. John
Robertson, Hon. John Holmes and James J.
Brenner, of the Church of Scotland in the
Maritime Provinces; Rev. Drs. Baine, Jas.

to tend to prove the deprecaters were ne-
novices at their business.

THE PRISONERS' ROOM IN THE COURT
HOUSE.—In order to guard against the es-
cape of prisoners in future, an iron grating
has been put inside of the window of the
apartment in the Court House in which pri-
soners are kept during the time they are
awaiting trial, the door has been repaired,
and outside of it has been erected a sort of
lobby, about three feet wide and ten feet
long, in which the constable having the pri-
soners in charge will be required to remain
while on duty, in order that he may be with-
in sight and hearing of them.

GRAVE OF ROBERT BURNS' MOTHER.—A
Mrs. Brown, mother of the Scottish national
poet, was interred in Bolton Churchyard,
Haddingtonshire. Before her death she
lived with Gilbert, the eldest son of the
family, when factor to Lord Blantyre, and
was followed or preceded to the grave by
five of his children. To mark the spot, Gil-
bert erected a neat monumental stone, and
the burying-place of the family, where Gil-
bert himself was interred, is now surrounded
by a chaste and substantial iron railing. By
instructions of Gilbert's surviving son the
stone has been renovated, the railing re-
painted, and the grass in the enclosure neatly
trimmed.—*Times*.

LOOK TO YOUR FASTENINGS.—It is evident,
from the numerous attempts at burglary
which have been made during the last week
at the West End, that a regular gang of
house thieves are in the city. Last night
Mrs. Grey, who resides in Adelaide street,
near the Upper Canada College, observed a
man standing on the steps of her house, at-
tentively surveying the windows in the
basement. Mrs. Grey asked him what he
wanted there, and as he moved off he muttered
something about being tired. Informa-
tion was given to the police, and a couple of
constables were despatched in search of him,
but up to a late hour they had not appre-
hended him. A boy who saw the man on
Mrs. Grey's steps told the police officers that
as he moved away he removed from his face
a pair of false whiskers. He is described as
being a stout-built man, of about the middle
height, dressed in light clothes, wearing a
rowdy hat, and having dark whiskers, which,
from what the boy above alluded to said,
may be false.

TORONTO, GREY AND BRUCE RAILWAY
MATTERS.—The engine of the Toronto, Grey
and Bruce Railway, the "A. R. McMaster"
—which has since its arrival here been
painted and put in running order in the
Grand Trunk fitting shop at the Queen's
wharf, was yesterday morning taken on
a flat car on the Grand Trunk Railway down
to Scarboro' Junction—the directors of the
Toronto and Nipissing Railway having bor-
rowed it for a short time to draw the cars
used on the latter road in ballasting and
track-laying. About four miles of the track
has been laid outwards from the Junction,
and a large portion of the third rail on
the Grand Trunk has been put down. The
first of the Toronto and Nipissing Railway
Company's engines—the "Gooderham and
Worts"—arrived at the Junction from Eng-
land on Tuesday last, and a second is ex-
pected in a few days from Kingston where
two others are being constructed. A tem-
porary engine-house and tank have been
erected near the Junction, and the former
will shortly be connected with the office of
the Company in the city by means of a tele-
graph wire which will run in on the poles of
the Montreal Telegraph Company.

YORK ROADS BRIDGES.—A substantial
wooden bridge has been built across the
Credit River, on Dundas street, to replace
that which was swept away by the freshet
last spring. A new bridge has also been
built across the Etobicoke River, on the
same highway, to replace an old one that had
become dangerous. It has a span of 60 feet,
and the abutments are of hammer-dressed
stone, with rubble backing. The woodwork
is similar to that of the bridge erected over
Highland Creek last year, and is painted
with fire-proof paint. The western abut-
ment of the bridge built across the Humber,
at Lambton, also on Dundas street, last year
having given way during the spring freshets,
a new one of stone, similar to the old one,
has been built, 12 feet nearer the western
shore of the river, in order that there may
be more water way, and therefore less prob-
ability of the abutment being injured by
any future swelling of the river. In conse-
quence of this removal, the western span of
the bridge, which was formerly 50 feet in
length, had to be taken away, and a new
one 62 feet long constructed. The abutment
which gave way was not built with the rest
of the bridge last year, but was an old one
that had been there 20 or 25 years, and
had become insecure through the wooden
foundation on which it rested having given
way.

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Globe

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Mr. C. F. Damoreau, Toronto, exhibits
some very fine samples of engravings for
wood and colour printing.
Messrs. Hunter & Rose have on exhibition
several handsome specimens of the book-
binder's art.
Messrs. Brown Bros. exhibit a number of
handsome specimens of blank book and letter-
press binding; also a number of wallets,
bank books and bill cases of an attractive
pattern.

Mr. M. Staunton has a first-class display
of paper hangings and wall decorations. They
are of various designs, and some of the pat-
terns are of great beauty.

**SHOE AND BOOT-MAKERS' WORK—LEATHER,
ETC.**

It cannot be said that there was in the
shoe and boot-makers' department anything
like what was expected.

Messrs. Bowman and Zinken, St. Jacob's,
exhibited some excellent specimens of upper
leathers and kips, as well as grained and
waxed calf.

Messrs. John Hewer and Son, Guelph, ex-
hibited ten different kinds of leather. There
were some good specimens of grained upper
leather; also some excellent samples of kips,
calf and sheepskins.

Mr. Myers, of Hamilton, exhibited a very
ingenious contrivance, styled "A Patent
Combination Boot and Shoe-Stretcher."

Mr. Thomas Richardson has a contrivance
for cleaning stove-pipes easily and quickly
without taking them down or making a dust
in the room. This simply consists of a
spiral brush, which is thrust into a door in the
elbow, the door is closed, excepting a small
aperture for the handle of the brush, the
brush is pulled backwards and forwards a
few times and the work is done.

Several samples of finely finished horse-
shoes are shown, among them an assortment
by Mr. James Kelly, of Oakville, made so as
to prevent balling in winter.

The Oakley Bolt Company show a new
variety of bolt, which, by a very simple
method, secures the retention of the nut on
the bolt on machinery in motion. A triangular
washer made of malleable iron is first put
on the bolt, then the nut is screwed down to
its proper place, and the angles of the washer
turned over the nut, thus preventing the
possibility of its getting loose.

Mr. W. H. Rice displays a sample of wire
cloth of fine texture, and a general assort-
ment of wire work.

Messrs. Gray Bros. & Co., of Yorkville,
show a new patent door and gate spring,
simple in principle, can be fixed to any door
or gate, and made of any required strength.

A self-connecting Spring Car-coupler is
shown by Messrs. Bright and Mullin, of
Brampton. This is a new invention, and
apparently a very useful one. It is self-
connecting, while the uncoupling is perform-
ed from the top or end of freight, and from
the platform of other cars. The superiority
of it over the ordinary method of coupling is
obvious enough.

Some beautiful specimens of hair work on
ivory, for brooches and other jewellery, are
shown by Mrs. W. O. Littleford, of Toronto.

Steam Ganges are exhibited in great variety
by manufacturers from Toronto. All the
latest improvements are included in the
specimens shown. In this branch of me-
chanism Canada is independent of foreign
countries. All the steam works in Canada
can be supplied with ganges, constructed on
the most improved principle and finished in
the highest style, from manufacturers within
her own borders.

Mr. H. T. Smith shows some very beauti-
fully finished soda-water fountains.

A comparatively new branch of business
in this country is represented by Mr. W.
Millicamp, of Toronto. This is the manu-
facture of nickel silver show cases, of which
he displays a variety. One specimen, in
particular, attracts attention. The top and
side, is one solid piece of glass, rounded at
the corner, there being no intervening sash
to obstruct the view.

Messrs. Barney & Hevvy, of Springfield
Mass., show some samples of rink and club
skates. They are highly finished, and fas-
tened to the shoe by an improved method,
dispensing altogether with straps.

Of stoves there is already a large collec-
tion and of every variety, and there is a lot
yet to come.

MISCELLANEOUS METAL WORK.

In this class there is an extensive display,
including several novelties.

Mr. George Harding, Toronto, shows a
handsome copper bath with wash-stand to

as previously announced.

POSTPONED.—The usual monthly meeting
of the Caledonian Society, which should have
been held in regular course this evening, has
been postponed until Tuesday, the 11th
inst., in consequence of the Provincial Exhi-
bition taking place this week.

THE LATE STABBING CASE.—The boy Kil-
patrick, who was stabbed in the neck on
Sunday evening last, still lies in a very dan-
gerous condition. His assailant, Golding,
has not yet been arrested, and it is believed
that he has made for Montreal, from which
place he came some three months ago.

ASSAULT.—Last evening, a man named
John Muldoon was arrested, charged with
assaulting his father, Edward Harvard,
Joseph Muldoon and Ann Muldoon were
also locked up for obstructing the police in
the execution of their duty when they went
to arrest John Muldoon.

THE STREET CARS.—The Street Railroad
Company have put four new cars on the road
this week in order to meet the increased de-
mand for travel consequent upon the Exhi-
bition. The stud of horses has been added to,
and it now numbers 95. The new cars are
commodious, and when upholstered will be
really handsome vehicles.

THE FANCY BALL.—Messrs. Notman &
Fraser have sent us copies of a large litho-
graph, which show very great skill and
taste. It gives a view of the fancy ball held
in the Music Hall last winter on behalf of
one of our city charities. The grouping is
very artistic, the portraits life-like and easily
recognized, and the subjects are all well-
known citizens and citizenesses. It is well
worth preserving.

DELIRIUM TREMENS.—Last evening a man
named James Young rather enlivened Queen
street by his vagaries. He rushed about
with a large butcher's knife in his hand,
threatening sudden death to all who came
across his path. Constable Read happened
to see him when he was at the utmost extent
of delirium, and promptly conveyed him to
No. 2 station, where he was cared for and
placed in safe keeping for the night.

Mr. William Gooderham, Vice-President
of the Toronto and Nepesing Railway, and
Mr. Wragge, engineer, visited Scarboro'
Junction yesterday, to see the working of
the new narrow gauge engine, the "A. H.
McMaster." They rode out on the line of
the Nepesing Railway a distance of four or
five miles, as far as the track was laid, the
engine working beautifully at a rate of ten
miles an hour, although the road is very
rough, being not yet ballasted. The laying
of the track is proceeding steadily, though
somewhat retarded by the unfavourable
weather.

CITY COUNCIL.—A special meeting of
the City Council was called for yesterday morn-
ing at eleven o'clock, for the purpose of con-
sidering the propriety of voting an Address
to Colonel Wolsley on his departure from
Canada, and one to the Governor-General, con-
gratulating him on his elevation to the peerage,
also one to Sir John A. Macdonald, felicita-
ting him on his recovery from his recent severe
illness; but there not being a quorum at that
hour, the meeting adjourned until the
evening. On resumption there was not a
quorum, and another adjournment to eleven
o'clock this morning took place.

INSTALLATION.—At a regular meeting of
the Toronto Division No. 70, Brother-
hood of Locomotive Engineers, held at their
hall on Saturday last, the following offi-
cers were duly installed for the ensuing year,
viz.: Bro. Robert Pearson, Second Grand
Engineer of the Grand International Divi-
sion, and Past Chief of the Division; Bro.
John Field, C.E.; Bro. W. Robinson, F.E.;
Bro. John Kennedy, S.E.; Bro. Hugh
McLennan, F.A.E.; Bro. Robert Thomp-
son, S.A.E.; Bro. John Hibbert,
T.A.E.; Bro. Thomas Wright, Guide; Bro.
James Watson, Chaplain; Bro. William
Kippan, Corresponding Secretary. Bro.
John Kennedy was also elected delegate to
represent the Division at the Grand Interna-
tional Division meeting to be held at Nash-
ville, Tennessee, on the 19th of October
inst.

DISASTROUS FIRE.

DESTRUCTION OF A GRIST MILL.

On Sunday night, about half-past eleven
o'clock, the usually quiet village of York
Mills was thrown into a state of excitement
and consternation by an alarm being given
that the extensive grist mills of Mr. Peter
Barclay were on fire.

It appears that Mrs. Barclay, some time
after retiring to rest, noticed a bright light
shining into her bed-room window, and on

FLOUR.—Superior extra, \$0.00 to \$0.00; Extra, \$5.00 to
\$0.00; Fancy, \$5.00 to \$0.00; Welland Canal Super-
fine, \$0.00 to \$0.00; Superior No. 1 Canada wheat,
\$5.00 to \$0.00; No. 1 Western wheat, \$5.00 to \$5.25;
No. 2 Western, \$4.75 to \$4.85; Bag Flour, \$3.40 to
\$2.60.

WHEAT.—Canada, fall, \$1.12 to \$0.00; spring, \$0.00
to \$0.00; Western, \$1.00 to \$1.05.

OATS.—Per 32 lbs., 35c to 36c.

BARLEY.—Per 48 lbs., 60c to 70c.

BUTTER.—Dairy, 20c to 21c. Store packed, 18c to
20c.

ASHES.—Pots, \$5.00 to \$6.00; Pearls, \$7.80 to \$7.00.

PORK.—Mess, \$27.00 to \$0.00; prime mess, \$0.00
to \$0.00; prime, \$0.00 to \$0.00.

DRESSED HOGS.—\$0.00 to \$0.00.

FRAS.—80c to 82c per 66 lbs

RYE FLOUR.—\$0.00 to \$0.00.

REMARKS.

Receipts—Flour, 3,656 bbls; peas, 7,663 bushels.

Shipments—Flour, 7,985 bbls; wheat, 38,820 bush;
peas, 469 bush.

Flour—Quiet at generally unchanged rates; sales,
fancy, \$5.45; medium strong super, \$5.35 to \$5.75;
favourite brands held at \$3.00 to \$3.30; nothing doing
in other grades, quotations unchanged.

Grain—No transactions.

Butter—Rejected and unsaleable.

Pork—Dull and declining.

Ashes—Pots, firm with an upward tendency;
pearls, quiet; sales at quotations.

NEW YORK STOCK MARKET.

New York, Oct. 3.

N. Y. C. & H. K. 22; N. Y. C. & H. R. Scrip. 57 1/2;
Erie, 23; Reading, 97 1/2; M. C. 110; L. S. & M. S. 8;
I. C. 136 1/2; C. & P. 106 1/2; Haarlem, 133 1/2; R. L.
112 1/2; N. W. 21 1/2; N. W. preferred, 87 1/2; O. & A.
112 1/2; Fort W. 22 1/2; O. & M. 82 1/2; M. and
84; P. 62 1/2; do preferred, 81 1/2; T. & W. 62 1/2; do pfd,
76; P. Mail, 42 1/2; W. U. 36 1/2; A. M. U. Ex, 42.
GOLD—113 1/2.

NEW YORK PRODUCE MARKET.

New York, Oct. 3.

COTTON.—16 1/2c to 10 1/4.
FLOUR.—Shade firmer; receipts, 14,000 bbls; sales,
9,000 barrels at \$4.90 to \$5.00 super State and West-
ern; \$5.80 to \$5.85 for common to choice extra
State; \$5.25 to \$5.85 for common to choice extra
Western.

RYE FLOUR.—Quiet.

WHEAT.—A shade better; light supply and fair ex-
port demand; receipts, 13,000 bush; sales, 48,000
bushels at \$1.08 to \$1.15 for old No. 2 spring; \$1.30
for new No. 1 spring; \$1.29 to \$1.32 for red winter
and amber western.

RYE.—Dull.

CORN.—Firm; receipts, 31,000 bush; sales, 35,000
bush at 57c to 57 1/2c for new mixed western in store.

BARLEY.—Dull; receipts, 5,000 bush; sales, 3,000
bush Canada West at \$1.15.

OATS.—Firm; receipts, 40,000 bushels; sales, 32,000
bush at 61c to 62c for western; 63c to 65c for
Ohio and State.

PORK.—Quiet at \$24.75 to \$25.00 for new mess.

LARD.—Quiet at 14 1/2c to 15 1/2c for steam; 15 1/2c to 16 1/2c
for kettle rendered.

BUTTER.—Steady at 20c to 28c for Ohio; 20c to 40c
for State.

CHEESE.—Quiet at 5c to 14c for common to prime.

CHICAGO MARKETS.

Chicago, Oct. 3, 2:10 p.m.

FLOUR.—Steady; fair local order demand.

WHEAT.—Quiet and firm; No. 1, \$1.10 1/2; No. 2, \$1.10 1/2;
to \$1.10 1/2, cash Oct.; \$1.11 to \$1.11 1/2 last half; new
No. 3, \$1.02 1/2; old, 92c; new, rejected, 92c; old, 90c
to 92c.

CORN.—Fairly active; No. 2, 65 1/2 to 65 1/2c cash,
Oct.; 66c to 66 1/2c last half.

OATS.—No. 2, 37 1/2c to 37 1/2c Oct.; 38 1/2c to 38 1/2c last
half.

RYE.—No. 2 saleable at 71c.

BARLEY.—Irregular, closing firm; No. 2, 65c to
65 1/2c cash; 66 1/2c last half; No. 3, 71c to 70c.

WHEAT.—Sales, 150 bids in wood at 84c.

FRUITS.—Firm and held higher; asking 5 1/2c for
wheat by sail to Buffalo; 5 1/2c paid for corn; 6c for
wheat by steam to Buffalo.

PROVISIONS.—Quiet and firm.

PORK.—\$25 1/2 spot; held at \$22 seller December.

All other products unchanged.

MILWAUKEE MARKETS.

Milwaukee, Oct. 3, 12:40 p.m.

FLOUR.—Unchanged; receipts, 4,000 bbls; ship-
ments, 6,000 bbls.

WHEAT.—Steady at \$1.09; \$1.07 1/2.

BARLEY.—Steady; No. 2, 90c; receipts, 3,000 bush
shipments, 1,000 bush.

Navigation.

PORT OF TORONTO.

ARRIVALS.

Toronto, Monday, Oct. 3.

Steamer—Corinthian, passengers, arrived Sunday.

Barge—Maggie Conlin, 150 cords wood.

Recoas—Sunshine, 22 cords wood; D. Fisher, 85 do.

Schooners—Jenny Lind, 26 cords wood; Primrose,
6 tonse stone; Pearl, J. G. Beard, Annie Falconer,
Australia, no cargo.

was in perfect order when it arriv-
difficulty in working it, it being ver-
I have used the "Weed," "Wheeler"
"Little Weaver," and like this be-
It ought to be called "The Family"
Agents are now engaged through-
Dominion in the sale of this excellent
For further particulars, address
WILSON, BOWMAN
of

Hats, Caps, &

JOSEPH WEY

MANUFACTURERS AND IMP

Felt Hats,

Cloth and Fur Cap

Ladies' and Mis

Gloves, Gann

BUFFALO AND FANCY R

Our Stock will be found
and complete, with every de-
and at prices which will b
comparison.

40 SCOTT S' TORONTO.

FURS! FURS! F

SELLING OFF! SELL

T. HALBH.

80 1/2 Yonge St

Would respectfully call the atten-
and public in general,

LARGE STOCK OF READY.

Mink Sets from \$10 upwards.
Ermine Sets. German Mink 8e
Ladies' and Gents' Fur Caps in al
a lot of Swan's Down by the yard.
P. S.—I will sell from this dat
than any other house in the Provin
Don't forget the address.

T. HALB

80 1/2

Next door to P.

GRAND EXI

OV

LADIES' F

AT

J.H. ROG

Who respectfully invites
of Visitors to Toronto to
and Choice Stock

SILK AND FELT

Cloth and Fur Caps

Buffalo and Fancy SI

Fancy Wrappers, I

Snow Shoes

ADIES' DARK MINK SET

FURS, IN GREAT V

Ladies' Fur M

J. H. R

N. E.—VIRGONS will find my
prices lower than any other house

Partnership Notice !

THE firm of Lyman, Elliot & Co having been dissolved by mutual consent, Wm. and Robert Elliot beg to intimate that they have purchased the business of Messrs. Dunspaugh and Watson, No. 3 Front Street East, where they are prepared to supply every requirement of the Retail Drug Trade, on as favorable terms as any house in the Dominion.

With life-long experience, and the best possible connexion with manufacturers and producers, they hope to be able to secure a continuance of that confidence and support which increased their late concern four-fold during the seventeen years it was under their exclusive management.

ELLIOT & COMPANY.

Toronto, April 18th, 1870.

The undersigned having sold the Drug Business heretofore carried on by them at No. 3 Front Street East to Messrs. Elliot and Co., all debts due to or by the late Firm will be settled by them.

DUNSPAUGH & WATSON.

Toronto, May 4th, 1870.

47-3m

SASH!

AND

Blind Factory.

THE Undersigned begs to intimate to the Public, that he is carrying on a Sash and Blind Factory in Uxbridge Village, where he is prepared to execute all orders in this branch of business; also

PLANING, MATCHING

AND

Beveled Siding,

done with neatness and despatch.
The Subscriber further wishes to give notice that he has a large quantity of seasoned

Lumber,

Suitable for building purposes,—for sale

LOW for CASH.

N. B.—WEDDING CAKES MADE TO ORDER.

GORDON & BROTHER

Uxbridge, Feb. 9th, 1870.

35-1f

UXBRIDGE

MILLS !

GEO. WHEELER

DEGS leave to thank his numerous Customers for past patronage, and now wishes to inform the Public in general that his

Flouring Mills

Is again running and in excellent order. Having put in one of the celebrated Turbin Water Wheels and a Syracuse Fan Blast Grain Cleaner; and having in his employ a First Class and obliging Miller, he feels satisfied that he can do

Gristing !

And Merchant work in a very superior manner. He has also arranged his chopping stone so as to chop every day.
Parties from a distance can have their grists and chop ground, and home with them, by coming early in the day.

Cash for Wheat.
GEO. WHEELER.

Uxbridge, Oct. 12th 1869.

19-1y

THE GREATEST LABOR SAVING
INVENTION OF THE AGE.

The Ontario Washing Machine !

THE only one without a fault ever invented. Warranted to wash 60 Sheets or 60 Shirts in an hour. Will not injure the finest fabric. Will wash a Rag Carpet, Bed Quilt or Heavy Over-coat; or a Cambrie Handkerchief equally well. This machine will not use woolen goods in the least, and one-third less soap is required to be used than by any other process. A child 12 years of age can do the ordinary washing of a family of eight persons in two hours with the greatest ease.

REFERENCES.

Uxbridge, Aug. 23rd, 1869.

I witnessed the washing of Mr. A. H. H.

And now that the construction of the

TORONTO & NIPISSING

Railway is no longer a matter of doubt—in order to encourage and promote enterprise and build up the Village of Uxbridge, and extend her Manufacturing and Commercial interests,—the following property will be sold to such parties only, as may be considered capable and willing to improve it to the best advantage for the good of the place.

MILL SITE

The best water power in the Village, with 22½ acres of land, being the west end of lots 31 and 32 in the 7th concession of Uxbridge, commanding the water of all streams running into the Village,—an excellent site for a

FOUNDRY & MACHINE SHOP

on a large scale—capable of manufacturing all the machinery required in this part of the country; or would run any other mill or factory equally well.

VILLAGE PROPERTY.

Business Stands—Lot 12 in block H., being in the centre of the Town, in an excellent business locality—a corner lot 2 chains 59 links on Brock street; and 3 chains 30 links on Toronto St., with a large Hotel, Driving Stable and Sheds on it.

Lots 305 and 306 in Block H H
" 2 " B
" 3 " D

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THE NIPISSING RAILWAY.
We are informed by Mr. Wheeler that, on Saturday last, he accompanied a deputation from Toronto, composed of Messrs. Wm. Gooderham, Junr., George Law, J. C. Fitch, J. E. Ellis, T. C. Chisholm, James Graham, Alderman Manning, W. Howland, J. Morrison, Mr. Stephenson, Supt. of G. T. Railway and others on a visit to the Nipissing Railway.

Leaving the Union station, Toronto, at 3 p. m., by special train of the Grand Trunk, they arrived at the Junction, where the 'A. R. McMaster,' narrow-gauge engine, was in readiness with tender and three platform cars attached, heavily loaded with narrow-gauge rails, weighing about 8 tons per car. After examining the new engine sheds and tank house, which have just been completed, the gentlemen from Toronto and others, numbering about forty, got themselves seated as comfortably as possible when the engine driver, Mr. Grassick, late of the Great Western Railway, got the train under way, and in a very short time reached the speed of twenty miles per hour, with the greatest ease and apparent safety. The gentlemen present one and all expressed their entire satisfaction with the road as it is undoubtedly the smoothest road in this part of Canada; even on the flat cars you could not observe any roughness or jarring so common on other railways. The train ran a distance of six miles and a half north, or nearly to Milkens' Corners, where Mr. Ryan, the contractor, with about thirty men, were busily engaged in laying the track. They are now laying three-quarters of a mile per day, and intend increasing it to one mile per day, weather permitting. They intend to have the rails laid to Unionville by Saturday next. Mr. Ryan states that if the weather is favorable he intends to have the track laid to Uxbridge, and just as soon as they reach the gravel pits at Markham, he will put on two engines and sufficient cars for ballasting south, still continuing to lay track north, reaching Stouffville not later than the 15th November. After witnessing the tracklaying a short time, the deputation from Toronto got on board and steamed back to the Junction, at the rate of twenty to twenty-five miles per hour, where the special from Toronto was waiting; all highly pleased with their trip and the successful working of the narrow gauge railway.

A Bear Hunt.

It into his body about a foot. The horse died shortly afterwards, notwithstanding the efforts of a surgeon who was immediately on hand.

Long Life Secured.

Let every woman verging on the critical period prepare their system with *Radway's Sarsaparillian Resolvent*, and all whose menses have ceased that feel sick or suffering from some organic or nervous disease, take the *Sarsaparillian Resolvent*, aided (if bowels are irregular) with *Radway's Pills*, and they will enjoy such a high state of health that will secure long life with freedom from the sickness and pains of former years.

ALL FEMALE DIFFICULTIES

From the earliest stage of female suffering from Retention of the Catamenia, through all the troubles and diseases of the womb, Uterus, Bladder, Kidneys, Suppressions, Irregularities, Leucorrhoea, Hemorrhages, Hysteria, Chlorosis, Cachexia, Bad Habit of system, Paleness or Weakness of blood, and all the painful symptoms, Pains, Aches, Giddiness, and in fact every condition of sickness peculiar to the female sex, are cured by *Radway's Sarsaparillian Resolvent*.

Sarsaparillian Resolvent \$1 per bottle, 6 bottles for \$5. *Ready Relief* 25 cts. per bottle. *Pills* 25 cts. per box.

Dr. Radway's Remedies are sold by all Druggists and Country Merchants, and at Dr. Radway's Medical Warehouses, 87 Maiden Lane, N. Y., and 439 St. Paul Street, Montreal.

Read False and True.

Send one letter stamp to Dr. J. Radway & Co., 439 St. Paul St., Montreal—information worth thousands will be sent you.

The North Ontario Fall Show.

The Annual Fall Show of the North Ontario Agricultural Society, was held in Prince Albert, on Thursday and Friday, 13th and 14th inst. On account of the showery weather of the first day, the fair was not so well attended as it would have been had the weather been favorable. But the splendid weather of Friday seemed to raise every one's hopes to their highest pitch, and from early morning crowds poured into the village from all directions. Making our way through the dense crowd to the ground of Exhibition, we found that the show of stock was very large and first class. But, judging from the living streams pouring in and out, the floral hall seemed to be the chief point of attraction. Once in, the first thing we noticed was a beautiful case of fancy articles, exhibited by Mr. C. D. Waid, Uxbridge, which reflected the highest credit on the taste of the exhibitor. Almost opposite, Mr. Dale was exhibiting his incomparable sewing machines, and showing off their best points to the passers-by. On our right as we entered were arranged two organs and a melodeon, manufactured by

One year old Filly; 5 ent—Gregg, 2nd Joseph Moffatt, Spring Filly; 7 ent—1st 2nd John Stonehouse, Span Horses gen pur; 5c Ferguson, 2nd Wm Coates Beattie.

CATTLE.—Durham, with 1 Thorough bred Bull, age 1st Jno Gregg, Two year old Bull; 3 ent Mowbray, 2nd Jos Moffatt, Brabazon.

One year old Bull; 2 ent Burnett, 2nd Duncan Christi Bull Calf of 1870, age cons ent—1st Chas Marsh, 2nd J Cow, in calf or evidence of last show; 7 ent—1st Joseph 2nd Francis Rain, 3rd Chas N Two year old Heifer; 2 ent Ward.

One year old Heifer; 1 ent Moffatt, 2nd Chas Marsh.

Heifer Calf of 1870, age cons 3 ent—1st Jas Diamond, 2nd Brabazon, 3rd Francis Rain.

Two year old Bull; 3 ent Lee, 2nd Jas Graham.

One year old Bull; 2 ent—Stonehouse, 2nd John Bowers.

Bull Calf of 1870, age cons ent—1st Jas Diamond, 2nd Jol 3rd John Gregg.

Cow in calf or evidence of last show; 15 ent—1st Wm 2nd John Stonehouse, 2nd Al

Two year old Heifer; 9 ent—Diamond; 2nd F Ward, 3 Lensk.

One year old Heifer; 8 ent—Diamond, 2nd F Rain, 3rd Jas

Heifer Calf of 1870, age to be bred; 9 ent—1st Alex Leask, Barrett, 3rd John Gregg.

Yoke of Working Oxen; 3 G Brabazon, 2nd W S Sexton.

SHEEP.—Leicester.

Aged Ram; 4 ent—1st Chas 2nd John Medd, 3rd Jas Holmes Shearling Ram; 2 ent—1st Pascoe, 2nd Thos Beattie.

Ram Lamb; 15 ent—1st Chas 2nd John Medd, 3rd Wm Coates.

Two Ewes; 9 ent—1st Jas G 2nd Jas Graham, 3rd Jas Graham

Two Shearling Ewes; 4 c Chas Pascoe, 2nd Wm Coates, 3rd Manderson.

Two Ewe Lambs; 10 ent—1 Graham, 2nd Jas Graham, 3rd Harper.

Aged Ram, cotswold; 2 ent T W Perry.

Shearling Ram; 4 ent—1st Harris, Senr, 2nd Jas Graham, W Perry.

Ram Lamb; 7 ent—1st Chas 2nd Jas Graham, 3rd Jas Graham

Two Ewes; 5 ent—1st Wm 2nd Jas Graham, 3rd Jas G

Two Shearling Ewes; 7 ent—1 Pascoe, 2nd T W Perry, 3rd T W

Two Ewe Lambs; 4 ent—1 Graham, 2nd Jas Graham, 3rd Harris, Senr.

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