

## DAILY LEADER, WEDNESDAY, AUGUST 2, 1871

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## Railways.

## Great Western Railway.

IS the Shortest and Cheapest route to the East,  
via Suspension Bridge and Buffalo, and the  
most comfortable Line to the West, North and South.  
Ask for and get Tickets via Great Western. Trains  
leave TORONTO at 7 and 11:50 a.m., 4, 5:30  
and 8 p.m., for Suspension Bridge, Buffalo, New  
York and New England States—for Galt, Guelph,  
Elora, Fergus, Drayton, &c., LONDON, Petrolia,  
Sarnia, DETROIT, CHICAGO, Milwaukee, St. Paul,  
FORT GARRY, St. Louis, Missouri, Salt  
Lake, California, &c. Pullman and Wagner Drawing  
Room and Sleeping Cars, on Atlantic and Pacific  
Trains, through to New York and Chicago without  
change. Passenger fares and freight rates always as  
low as any other line. W. K. MUIR, Gen. Sup.

Hamilton, 15th May, 1871

TORONTO, GREY AND BRUCE  
RAILWAY.

FOR the convenience of the public, on and after  
MONDAY, the 17th inst., this Company will  
run two trains between Bolton Village and the  
City of Toronto, Union Station, as follows:

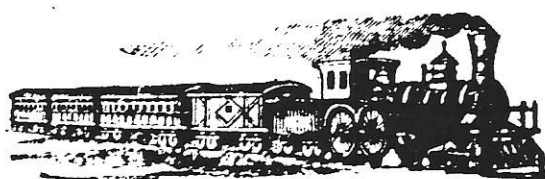
Leave Bolton—	Return from Toronto—
6:30 a.m.	10:10 a.m.
1:10 p.m.	4:15 p.m.

These Trains will call at Kleinburg, Woodbridge and  
Weston Junction. For particulars as to Fares and  
Rates, apply at the respective stations.

EDMUND WRAGGE,  
General Manager.

Toronto, 13th July, 1871.

## Toronto &amp; Nipissing Railway.



ON AND AFTER WEDNESDAY, JULY 12th  
1871.

## A MIXED TRAIN

Will leave Berkeley Street Station, Toronto, Daily,  
at 8:15 p.m., Returning, leave Uxbridge at 5:30  
a.m.

The Company will be prepared to receive Freight  
at Berkeley Street Station, on and after Wednesday  
from 8 a.m. to 2 p.m. Consignors will please fur-  
nish weights of Freight delivered for shipment.  
Shipping Bills will be furnished at the Company's  
office, corner, of Front and Bay Streets.

A. W. SIMS,  
Superintendent.

Toronto, July 10, 1871.

1871.

## Dividend Notices.

## Canada Landed Credit Company.

DIVIDEND NO. 20.

## NOTICE

IS HEREBY GIVEN, that a dividend of  
of eight per cent. per annum on the paid up  
capital of the Company, for the half year ending  
30th June, 1871, has this day been declared, and  
will be payable at the Company's Office on or after  
1st day of August next.

By order,

J. SYMONS,  
Secretary.

Toronto, 22 King Street East,  
19th July, 1871.

## Notices.

PUBLIC NOTICE is hereby given that after the  
expiration of twenty days from the first pub-  
lication of this notice, an application will be made  
to the Surrogate Court of the County of York by  
Catherine Bolster, of the City of Toronto, in the  
County of York, widow, and Charles Robertson, of  
the same place, accountant, to be appointed the  
Guardian of Catherine Elizabeth, Lancelot Robert,  
Sarah Mary, George Patrick, Albert William, Ger-  
ald Dillon, Annie Maria, Mary Eliza, Florence  
Ellen, William John, Louisa S. and Agnes P. C. Bol-  
ster, infants under the age of twenty one years, the  
children of the applicant, Catherine Bolster and  
her late husband, Lancelot George Bolster, in his  
lifetime of Toronto aforesaid.

JAS. E. ROBERTSON,

Attorney for Applicant.

Dated at Toronto, July 12th, 1871.

## WEST RIDING OF MIDDLESEX.

NOTICE IS HEREBY GIVEN, THAT THE  
West Riding of the County of Middlesex has  
been set apart for Registration purposes, the new  
registry Office at GLENCOE is now open for the  
transaction of business. The West Riding en-  
braces the Townships of Canador, Mosa, Ekfrid,  
Delaware and Metcalfe, together with the Town of  
Strathroy.

STEPHEN BLACKBURN,

Registrar.

Glencoe, July 16, 1871.

## ESTATE NOTICE.

ALL PARTIES HAVING CLAIMS AGAINST  
the Estate of the late John Bond, a d J. P. &  
R. Bond, will please send them in at once to the  
undersigned,

JOHN P. BOND,  
Box 147, Toronto.

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Young Ladies' Journal.

Englishwoman's Domestic Magazine.

Frank Leslie's Ladies' Magazine.

Godey's Lady's Book.

Lady's Friend.

Madame Demorest's Mirror of Fashions.

FOR SALE AT

## THE ECONOMIST OFFICE.

All the English, American and Canadian Illustrated Newspapers received weekly.

TERMS:—CASH.

### CASH FOR WHEAT

AT THE

Toronto and Nipissing Warehouse,

MARKHAM STATION.

Flour per barrel, white wheat, best..... \$6 50  
do do do second..... 6 00

*Feed and Goderich Salt for sale.*

Purchases delivered in the village on Tuesdays, Thursdays and Saturdays.

E. J. SMITH.

Markham Station, July 6, 1871. 768-1f

### For Sale,

**T**HAT valuable Farm situated at Cashel, being Lot 26, 6th Con. Markham, three miles north of Unionville Station on Toronto and Nipissing Railroad, containing by admeasurement eighty-five acres. There is on the premises a good frame house and barn, a thrifty young orchard, (grafted) bearing excellent fruit, a never-falling well of water, and a branch of the Rouge crosses one corner of the lot.

DAVID EAKIN.

Cashel, Feb. 16, 1871. 748-1f

### Farm for Sale

**T**HAT very valuable farm, Lot No. 15, in the

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27,000. Those in arrears for their subscription, for printing, or advertising, are therefore most earnestly requested to pay up forthwith to enable us to do the same.

## Markham Economist.

MARKHAM, THURSDAY, AUGUST-17, 1871.

### T. & N. RAILWAY BALLASTING.

The ballasting on this road is nearly completed between Toronto and Uxbridge, and we venture to assert that there is not a road in the Province that is better ballasted than the portion now completed. The enterprising contractors, Messrs. Wardrop & Ryan, have certainly kept up their reputation for good work on this line. A few of the nervous ones have complained of the tardiness of the progress of the work, but it must be evident to all that they have fully used the plant furnished them by the company, and to the best advantage. From the Markham ballast pit to the Scarboro' junction is a long haul, and in many places along the line they have put on gravel to the depth of three feet, in order to ease the grades. They have employed a class of men who have proved good citizens, and the contractors themselves have won from the business men along the line, with whom they have had dealings, the highest esteem for probity and gentlemanly deportment.

**STRUCK BY LIGHTNING.**—On Tuesday last during a salutary shower of rain, a heavy peal of thunder burst over this village. The lightning struck the large brick residence of Mrs. Geo. Flumerfelt, ran down the rod on the south side of the building until it reached the eave trough, where it appeared to have divided, and a portion was conducted by the rod to the ground which was considerably torn up, and the rod broken in three pieces; another portion ran along the eave trough to the west side of the building, tore the shingles off the roof about three feet in length and one foot in width, returned on the trough about four feet and descended by a spout to the cistern. It melted the point of the lightning rod and a portion of the eave trough and spout. Fortunately no injury was done to the inmates, or the inner portion of the building, except the loosening of some plaster on the ceiling of the upper room under the roof that was struck, and the loosening of the wainscoting in the cellar kitchen.

**ACCIDENT.**—One of the most miraculous escapes from death that ever came under the notice of the *Uxbridge Journal*, occurred on the 5th inst., at Pine Orchard, Whitechurch. On that day, a child of Mr. Daniel Lundy's was in a field where his father was reaping, and had lain down and gone to sleep amongst the standing grain, when the reaper was driven over the little unfortunate fellow. Two fingers of one hand were cut off, and the child also received a large cut over one of the eyes; otherwise he was uninjured, and is recovering as quickly as could be expected.

**NEW BRICK YARD.**—In consequence of there being so great a demand for bricks for building purposes, our friend, Mr. Jos. Break, has opened a brick-yard on his farm, Lot No. 7, rear of the 8th Con. Markham. He has excellent clay for both red and white bricks, and has employed two excellent brickmakers—Wm. Crother and Wm. Wagstaff; each can mould his 2,000 bricks per day, and wheel them out to dry.

A thorough enquiry into the cause of death in every sudden or suspicious case, well conducted with intelligence and scrupulous impartiality, is unquestionably the palladium of public safety, but when converted into an engine of persecution presided over by official ignorance and investigated by incompetent or prejudiced jurymen, it becomes as inimical to personal liberty, as the impositions of the reign of terror. If the Coroner is allowed to disregard the plainest principles of law, and the jury to reject professional evidence and find a verdict on mere gossip, then Victoria Square should at once erect a guillotine, for no one knows who may be the next victim. Persecution, once tolerated, seizes on the poor fallen widow to-day, and to-morrow is ready to fasten on the next exalted, till every rank in society is in jeopardy and universal terror reigns supreme. The inquest at Victoria Square on the enterred body of the infant of Mrs. Williams is only equalled in absurdity and illegality by the late inquest in Scarborough, on the pre-adamic remains of one of our Darwinian ancestors, while it is infinitely more destitute in bearing the impress of prejudice, if not absolute malice. It is hardly conceivable that a person belonging to one of the learned professions could be so wholly ignorant of legal requirements, as not only to trespass beyond his official jurisdiction, but to send to the jury mere hear-say evidence, the impression is, therefore, forced upon the public that some unworthy influence must have prompted him to lend himself to this inhumane task of crushing a poor, helpless and unprotected female. No partial judge can read the whole trial carefully, without the conviction that there was not a single iota of legal testimony to implicate the mother in the death of her child. Dr. Langstaff, who was present at the labor, and therefore is the best judge, swore distinctly, that in his opinion the infant died from natural physiological causes, while Mrs. Ever, who was present at the birth, swore that the mother told her "to take good care of the child," and is evident there was not the least attempt at concealment, but on the contrary a physician and neighbor women were sent for. When then was the appearance of foul play? How could the jury conscientiously come to the conclusion that the infant died from injuries received from the mother previous to birth? Gossip, which was illegally admitted as evidence, must have influenced their judgment more than the professional evidence of Dr. Langstaff. The jurisdiction of the Coroner commences only at birth; there must be "a life in being," and this must be destroyed before the Coroner can exercise any jurisdiction whatever. The law gives him no power to investigate cases of abortion, this belongs to another court; even then, the English statute from which our own is copied, does not make it criminal for a woman to attempt abortion of her fetus (see Taylor page 438). The distinction is reserved for the grannies of Victoria Square, and to give a new interpretation to the statute, and "throw the first stone" at an attorney sufficiently punished fellow being. Allowing a full investigation into the alleged abortion, would not, in the least, exonerate the court from the imputation of a gross ignorance. All authorities of the law declare that a prisoner is incompetent to give testimony, notwithstanding that a prisoner was placed on the witness stand and required to expose her own shame, and to convict or clear herself of the imputed infanticide. She considers mental anguish the only cause of labor, but admits she had procured medicine from Dr. Diamond, the last part was corroborated by the evidence of Sarah Tipp. Dr. Diamond thus stood in the eyes of the law, pointed out as the criminal, but, notwithstanding, he was allowed to mount the witness stand, and to have an opportunity to dodge the open portals of the penitentiary. A person could so far disregard his obligations to the Supreme Being as to send into His presence an embryonic soul, would not feel himself at least bound by the sanctity of an oath.

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Toronto Leader

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THE DAILY

AUG. 26, 1871

## LEADER

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## LITENOE.

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## THE CREDIT VALLEY RAILWAY

Excursion of Inspection on the Toron-  
to and Nipissing Railway to Ex-  
bridge.

An excursion was given by the Toronto and Nipissing Railway Company yesterday to Exbridge, to the municipal bodies of the various townships along the route of the projected Credit Valley Railway. The excursion was given in order that those bodies might have an opportunity of inspecting the working of the new narrow-gauge system. The train left the Union station at 11:10 a.m. having on board over one hundred and twenty excursionists; and upon arriving at Markham, Unionville and Stouffville others were added to the party. Large numbers of the inhabitants assembled on the platform of the various stations at which the train stopped. The train arrived at Unionville at 12:15, a slight halt being made. The station was tastefully decorated with evergreens and banners in honour of the occasion. The train which consisted of five passenger cars and a baggage car and drawn by the engine "Exbridge" ran smoothly over the line, a very slight jolting only being perceptible. The country through which the line passes, until arriving at Stouffville, is pretty level and well cultivated. Stouffville is a thriving little village, 28 miles from Toronto. It derives its name from a German family who first settled there, by the name of Stover. There is a saw-mill and grist-mill here, owned by Mr. E. Wheeler, who is also erecting an elevator for the shipment of grain. There are also some tanneries and some cabinet works here. After passing Stouffville, several steep inclines have to be ascended, the grade rising from 100 to 107 feet in the mile. The country from Stouffville to Exbridge is somewhat hilly and uneven, but is, nevertheless, very fertile. Six miles from Stouffville we arrive at the village of Goodwood, which is composed of about fifteen houses. Six miles still further on the traveller arrives at Exbridge, a very thriving market town. The train bearing the party arrived here at 1:55 p.m. From the station a move was made to the Town Hall, where a sumptuous repast had been laid for one hundred and twenty visitors by Mr. W. J. Annand of the Exbridge House. Three tables were laid, extending from the top to the bottom of the hall. The chair at the head of the centre table was occupied by the Hon. G. W. Allan—the vice-chairs at the side tables being filled by the Hon. J. McMurrich and Mr. John Sheddon, President of the Toronto and Nipissing Railway. The following gentlemen also sat down at the tables:—The Hon. J. Patton, the Hon. D. Reesor, Mr. George Laidlaw, President of the Credit Valley Railroad; Messrs J. G. Worts, Francis Fox, Consulting Engineer of the Toronto and Nipissing Railway, of the firm of Sir Charles Fox & Sons, London, England;

senger traffic amounted to \$3,471. He had reason to believe that the Toronto and Nipissing Railway had earned on an average \$200 a day since it started. It is only now in infancy, and he believed that in months' time it would even double its present amount. He felt satisfied that it was properly managed, and the Directors were doing it economically, that it was an investment in it to-day, would show a dollar in gold. We have here to-day (cheers), and without his valuable assistance they might have been still struggling on. When they had such good men at their back he was sure their enterprise would be a success (Cheers.)

The CHAIRMAN next called on the "wet nurse" of the narrow-gauge system—Mr. Worts.

Mr. WORTS said he felt proud of being a "wet nurse" to such a railroad as the Toronto and Nipissing. They had found great difficulty in promoting this railway, not so much in Exbridge as further north, where it ought to have been less. He had been requested to visit the township of Brock in company with Hon. M. C. Cameron, where they had a meeting in front of the hotel. An old man said that he had heard of robbers, but he had never seen them come in such good clothes, \$50,000 to him was as much as the whole money in the Bank of England to some. He related some amusing incidents of their canvass in Brock. His object in coming here to Exbridge was to promote the interests of the Credit Valley Railway. He related many difficulties that had met with in promoting the narrow gauge system and had it not been for the obscurity of the township of Brock the Toronto and Nipissing railway would have been opened 12 months ago. Many nights had he worked with Mr. Laidlaw in his library till two in the morning, seeing in what manner the different townships could be benefited by a railway. They had worked night and day and he felt amply repaid for it already in being present with such a lot of intelligent gentlemen as were here to-day. As an individual he felt well pleased with the road, and as a citizen of Toronto, for the benefit which would accrue to the city. He asked them to consider the difference between their formerly having to travel all the way to town in waggons on the dreary road with their produce, and the present opportunities afforded by railways. He thought there should be a railway through the Credit Valley, and they could not adopt a better system than the narrow-gauge. (Cheers.)

The health of the Hon. D. Reesor was next proposed.

The Hon. D. REESOR, of Markham, briefly responded to the toast which had been drunk in his honour. He said that the Toronto and Nipissing Railway would benefit the people of Markham almost as much as it would the inhabitants of the districts further north. They had given a bonus in Markham of \$30,000; they did not begrudge the money, knowing it had been well spent. They often had bad roads and could not reach the towns by them in vehicles, and they were deprived of many other advantages which they now had by the railway. Taking these things into consideration he thought that the people along the proposed route of the Credit Valley Railway would greatly benefit themselves and country by supporting those gentlemen who were working in their interests. There is not the waste of steam on the narrow gauge railway that there is on the broad-gauge. He thought that every intelligent man

Mr. A. KIRK, Mayor of Markham, called on, said he begged to express his thanks of himself and of the inhabitants of Markham for the honour of having been conferred upon him and them. Did it rest with him to give them a bonus for the Credit Valley Railway he would give it before he left the table, but as it did not, he could only say he would use his best interest for the same. He was not in a position to say that the inhabitants of Markham were prepared to grant a bonus, but he would be happy to do all in his power to promote the interest of the Credit Valley Railway.

Mr. J. B. JARVIS, of Galt, said that a great deal of prejudice had existed against the narrow-gauge system. He had only a short time ago taken part in a campaign on the Wellington Grey and Bruce Railway, and as a matter of course had then been in favour of the broad gauge; but he must now confess that he felt great satisfaction at their ride over the narrow gauge Railway. He believed that the narrow gauge was the railway for Canada, at least previous to their being able to make a heavier outlay, which was entailed by the broad gauge system. He felt sure that whenever any delegation came to Galt in the interests of the C.V.R., they would receive the hand of welcome from the inhabitants, but he could not promise that they would be prepared to grant a bonus.

Mr. ROBERT WILKES said that his railway hobby, if he had one, would be the building of a railway into the free grant lands, and that the terminus should be, not where, but that they should go on, extending it to the furthest part of the land over which the British flag waved. He thought that when the Toronto and Nipissing Railway reached the village of Cannington that they would not then consider that they had reached the limit of the railway enterprise. His dream was that it would reach by-and-by to the Hudson Bay territory. Men from the Southern States had come here to witness the development of Canadian railway enterprise. He thought it greatly to the interest of the inhabitants of the Credit Valley that they should have a railway through their district, and the result would be that they would be repaid a thousand fold. After a most eloquent speech, Mr. Wilkes brought his remarks to a close amid loud applause.

Mr. BOWERS, Reeve of Chingunawau, said he felt convinced from their trip to-day that the narrow gauge system was the system for Canada. He felt sure that if the promoters of the Credit valley railway could show the inhabitants of the Valley that a railway would benefit their interest they would grant them a bonus.

Mr. FRANKLAND said that he had travelled all over Ontario with large numbers of cattle, and that by being enabled to reach the country by rail in a short space of time he could afford to pay a larger price for the cattle, that cattle being driven a long distance became greatly depreciated in value. He felt that that the narrow gauge system was the one for Canada.

Mr. G. LAIDLAW said he had great pleasure in proposing the health of a gentleman who was a perfect stranger amongst them. He was glad that they were inaugurating a system in Canada by which they would be enabled to build railways without asking for money from England. It was well known that a large sum of money had come from England for the construction of the Grand Trunk Railway, for which the shareholders had never received a cent. A number of letters had been inserted in the papers addressed to engineers, on the sub-



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IT.—The Oswego m Hamilton yest- past five o'clock at this city. They by the Toronto sion of the two ad headed by the als, and the 48th t. of Oswego, pro- to King along , to the new fire ueon street to the tterwards visiting ortland street fire ett and Keebie's ere they were en- upper by the To- d Chief Engineer the conclusion of an proposed the d the "President th of which were led to. The fol- drunk and respon- the Oswego fire Engineer Reed, livr Mr. Good- of t Mayor, Ald. ration: to which copriately replied. e Oswego brigade, ; briefly returned manner in which Mr. Cronly, of the dded to the toast an, on behalf of Oswego from this presented Messrs. trich, foremen of ments, with two as, consisting of a t; on the inside of the name of the The presentation tion of the pleas- en to Oswego las' Oswego Press, and go Advertiser, on returned thanks in after some other e party broke up. for their homes boat.

**MURT.**  
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RIDAY, Aug. 25.  
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filled by the Hon. John Sheddon, Pr and Nipissing Railway. The following gentlemen also sat down at the tables:— The Hon J Patton, the Hon D Reesor, Mr George Laidlaw, President of the Credit Valley Railroad; Messrs J G Worts, Francis Fox, Consulting Engineer of the Toronto and Nipissing Railway, of the firm of Sir Charles Fox & Sons, London, England; E Wragge, Engineer Carl Piehl, Government Engineer of Norway, M Wardrop, contractor of the line; Messrs A M Sims, General Superintendent; Joseph Haggas, mechanical superintendent; Messrs J Wil liams, G D Sutherland, E W Hyman and J Atkinson, delegates from London, Huron and Bruce Railway; Messrs A Kerr (Mayor), R Blain, R Jaffray, W Wilkins, J G Dykes, J H Miller, Galt; T Elliott, Dr Winn, J Ramsay, J Keran, B H Kean, W Easterbrook and S R Lister, Nassagaweya; R Church, Caledon; Dr Freeman (Mayor), S Taylor, J Hollinrake, J Martin, Jasper Martin, D D Christie, Dr Robertson, S Center, H Watson, W Panton, and John Dewar, Milton; John Brain, Hornby; D McMillan, R Wood, Erin; E C Fisher, S Scarlett, M Canning (Reeve), Etobicoke; Col. May (Reeve), W McHenry, Dr Webster, Esquesing; H Lipsett, T Bowles, G P Hutton, R Quinn, J Henderson, F Haines and A Spears, Chinguachouy; Co. Peel; Dr. Douglas, J Graymond, A Eccleston, G Howard and Jas. Gooderham (Reeve). Streetsville; John Haggart, Alex. Dick, C Stork, G Iye, C Dawson, J Golding, G Green, J W Main and K Chisholm, Brampton; John Buck, Dr. Buck, M Clemmerts, J Appleby, W C Beatty and John Dickson, Trafalgar; Henry Zimmerman, John McGregor and Jas. W Cotter, Nelson; Dr. Weir, Jas. Perkins, A L Gibson, How- ick; R Mathieson, Clinton Era; T G Jackson, Wingham; F A Howland, Lamb- ton; D Cameron, Capt. Barker, J Seward, Kincardine; Mr. Galloway, Mr. Nelson, Scott; T Johnston, Seaforth; J Fletcher, Hollandfield; Messrs. Blakie, McMurray and C J Campbell, Kingston; Mr. Wheeler and Mr. Nelson, Uxbridge; Messrs. D McKay, E W Allan, W H Min- hinnick, K Spratt, G S Frankland, Alder- man Baxter, W L Himef, John Macnab, O Howland, Rob Wilkes, Dr J B Wilmott, W W Copp, J F Nudell, W Arthurs, W Kel- ley, W Elliott, W Brown, J M Trout, John Fiske, Jas Pepler, J Ridout, Robert Craig, Toronto, and others.

Dinner being over, The CHAIRMAN having called the com- pany to order, asked them to fill up their glasses and drink the toast which he was about to propose. It was always the first and foremost at all public meetings in Canada, the health of "Her Majesty the Queen." The toast was drunk to with three cheers.

The CHAIRMAN said they had not met there for pleasure only, but all would agree with him that they had a pleasant trip this morning. The object in bringing them here to-day was to explain the work- ing of the narrow gauge railway system. They had seen how that system had work- ed this day. He saw around him gentle- men who were well prepared to give a good explanation of the working of that system. He should propose success to the Toronto and Nipissing Railway Co., first for their having provided a train for their use this morning; secondly, for the help and explanations which they were willing to give on the present occasion. He allud- ed to the difficulties of promoting the narrow gauge system. It was like the course of true love, "it never does run smooth." Some people of the townships felt glad for the benefits they had already received from the Toronto and Nipissing Railroad. They did not know where the termination of the road would be carried to, but he supposed as far north as possible.

Taking these things into consideration he thought that the people along the proposed route of the Credit Valley Railway would greatly benefit themselves and country by supporting those gentlemen who were working in their interests. There is not the waste of steam on the narrow gauge railway that there is on the broad-gauge. He thought that every intelligent man could not fail to see the advantage of the narrow-gauge system over the broad- gauge. He hoped that when the Toronto and Nipissing Railway was completed it would reach the line which was proposed to connect the Atlantic with the Pacific Ocean. He did not know whether the pro- posed Pacific Railway was to be broad or narrow-gauge, but he trusted it would be on the narrow-gauge system so that the cars on both lines could run on the same track. He concluded by thanking them for the manner in which they had drunk his health.

The health of Mr. G. Wheeler, Reeve of Uxbridge—the township which gave the first bonus to the Toronto and Nipissing Railway—was next proposed and heartily drunk.

Mr. WHEELER, in replying, said they had great objections raised at the time to the by-law granting the railway the bonus required, both from the ratepayers and from the influence brought to bear by the Port Perry and Lindsay Railway Company. The amount of taxes on their property would be greatly reduced by the introduc- tion of the railway into this part of the country.

Capt. COWAN, of Brock, said that, as Mr. Worts had remarked, they had met with great opposition in Brock. The in- habitants were not at that time aware of the benefits that would accrue from the railroad. But, knowing that the gentle- men who came there from Toronto were men of substance and intelligence and with good intentions, the people had gradually gained confidence in the proposed scheme. The Reeves of the townships in the Credit Valley should instruct the people on the scheme they thought best, and not be governed by popularity or the most popular schemes, they should advise them as they thought best for the interests of those people they represented. He hoped the people of the Credit Valley would see the advantage of the narrow gauge rail- way. They had a great difficulty in obtain- ing the by-law in Brock, granting the bonus for the Toronto and Nipissing Rail- way, but they had worked and persevered, and they had succeeded. Property in Brock had vastly increased in value since the con- struction of the railway was commenced. (Cheers.) The people there had also in- creased in intelligence since the occasion of which Mr. Worts had spoken. (Laughter and cheers.)

The CHAIRMAN though not an old man said, he could recollect when there was not a railway in Canada, when it took months to send a letter across the country, and when the farmers had to carry their pro- duce miles to the markets. Now Canada was getting wealthy and prosperous, and would continue to flourish, and grow in riches if railway construction were encour- aged. He should propose prosperity and success to the projected Credit Valley Railway, coupling with the toast the name of Mr. George Laidlaw. (Loud cheers.)

Mr. G. LAIDLAW, President of the Credit Valley Railway, said he felt highly gratified at having his health so heartily drunk, and coupled with the toast of the Credit Valley Railway. He believed that the gains to the people who lived all the way along the projected railway from Galt to Toronto would be equal to the gains of the people of the Toronto and Nipissing Rail- road. He felt deeply gratified that the gentlemen representing the municipalities

reposing the health of a gentle- man was a perfect stranger amongst them. He was glad that they were inaug- urating a system in Canada by which they would be enabled to build railways without asking for money from England. It was well known that a large sum of money had come from England for the construction of the Grand Trunk Railway, for which the shareholders had never received a cent. A number of letters had been inserted in the papers addressed to engineers, on the sub- ject of a new system of railways, and among others a letter had been received in reply from the gentlemen sitting on his right—Mr. Carl Piehl—who was then on a visit to New Brunswick, and is govern- ment engineer in Norway, Europe. In this letter the new narrow gauge system was explained, a number of lines on this section had been constructed in Norway. He (the speaker) was not the one who in- troduced the narrow gauge system in Canada, it was Mr. C. Peihl who sent plans to him. Sir Charles Fox, engineer of Lon- don, England, had been to Norway and in- spected the works of Mr. C. Peihl and was highly pleased with them. He was glad to say that Mr. Peihl was present amongst them this day, and it was the health of Mr. Carl Peihl, Government engineer of Nor- way, the founder of the new narrow gauge system throughout the world, that he now proposed. The health was drunk amid loud cheers.

Mr. CARL PEIHL briefly responded in ap- propriate terms. He thanked those pres- ent for the hearty manner in which they had drunk his health. He had nursed the system for 15 years, and had met many difficulties in bringing it up. He had been led to propose this system in Norway, be- cause they could not build expensive rail- ways there. He thought that the same appli- ed to this country. He felt gratified that he had been the means of raising a "child" whom they loved. He well knew how many difficulties those assembled there had met with in introducing this system and bringing it to its present perfection.

Mr. KEHL proposed the health of the gentleman (Mr. Laidlaw) who had done so much for the introduction of the system.

The toast was heartily drunk.

Mr. WORTS proposed the health of Messrs Fox, Wragge, and Bailey, the engineers of the Toronto and Nipissing Railway.

Mr. FOX responded. He felt glad that the construction of the road had been kept within the given estimate of \$15,000 a mile. He felt confident that the shareholders would be satisfied with their work, and will ultimately largely benefit by the same.

Mr. WRAGGE also replied to the toast. He thought that they had just completed a work which the stockholders could not fail to be satisfied with, and the working of the same was all that could be desired.

Mr. LAIDLAW proposed the health of the delegates from the London, Huron and Bruce Railway Company.

Messrs. Hyman and Williams briefly replied. They were pleased to say that they could return to those who had delegat- ed them there to-day, and say that their expectations with regard to the narrow gauge system had been fully realized.

The toast of the counties of "Huron and Bruce" was proposed by Mr. Atkinson and enthusiastically drunk.

Mr. MATHIESON of the Clinton County responded.

The health of Mr. Elliott, Reeve of the Township of Toronto was proposed by the chairman.

Mr. ELLIOTT briefly replied, thanking the company for the hearty manner in which they had drunk his health.

A vote of thanks having been passed to the Hon. J. W. Allen as chairman, the proceedings were brought to a close by the chairman calling upon Ald. Baxter to sing "God Save the Queen," which having been



The Council met at Johnston's  
 turn, on Monday the 28th inst.  
 present. Reeve in the chair.  
 previous meeting read and con-

stees of School Sections Nos. 1, 3, 4 and 10, sent requisitions by the councillors to have the school rates by the township Collector.

Miller, from Paul Shepherd and others, praying for relief for John whose family is suffering from destitution and are in actual want in need thereof.

pherson introduced a By-law to  
law No. 247, to appoint Russel  
place of John Tallourd, deceased  
No. 77, which was read three  
times and passed.

phenson, seconded by Mr. Palmer, on the account of Mr. James Pearce, deer, amounting to \$18, for extra work in Beats Nos. 4 and 5, in Con. 2 said sum payable on order of the

also \$36, to complete a culve  
seen Lots Nos. 14 and 15, in Co  
ons payable on order of the Reev  
mer, seconded by Mr. McCowa  
at the Treasurer be and is hereb

phenson, seconded by Mr. Palmer, that the sum of \$30 be and is hereby appropriated to improve the gravel hill in the 3<sup>rd</sup> and 4<sup>th</sup> lots, Lots 4 and 5, and also the gravel hill between Lots 6 and 7, in the 4<sup>th</sup> lot.

met, seconded by Mr. McCowan, for the further sum of \$10 to complete the job of cutting down the building a bridge and approach

and purpose  
 and introduced a By-law to authorise  
 collecting the amount of school  
 the Trustees of the School Section  
 mentioned for 1871, viz: School

No. 1, \$320; No. 3, \$300; No. 6, \$320; No. 8, \$480; No. 10, \$200; together with 5 per cent. for preparing rolls and collecting, and 2½ per cent. for making out rolls.

percent for collecting, which received several readings and passed. Stephenson introduced a By-law to the collecting of the following school monies for the Trustees:

Section No. 7, viz: For school purchased in 1871, \$188; for instalment on money borrowed to build a new house, \$332; together with 2½% remuneration to collector, and

enabled for making out rolls, which  
 I have three several times and passed.  
 Stephenson, seconded by Mr. A.  
 moved that the petition of Jan.  
 and one hundred fifty-five (th

On Saturday evening last, the Directors of the Toronto and Nipissing, and Toronto, Grey and Bruce Railways entertained Mr. Carl Pihl, Chief Engineer of the Government Railways in Norway, to a sumptuous dinner at the Queen's Hotel. It will be remembered that this gentleman was the prime mover and originator of the narrow gauge system, not only in this, but his own country, Norway.

The guests, about fifty in number, sat down at 8.30 to a table which literally groaned under the good things provided by Mr. McGaw. In the centre was placed a handsome epergne, on the branches of which were tastefully arranged salvers of grapes and other fruits.

The chair was occupied by Mr. John Shedden. On the right of the Presidential chair was placed the guest of the evening, Mr. Carl Pihl, and on the left the Honorable the Attorney-General of Ontario. The vice chair was occupied by Hon. Mr. McMurichio. Several distinguished citizens were guests.

Immediately on the table being cleared the chairman in a few appropriate remarks proposed "The Queen," which was enthusiastically responded to. He then called on them to fill a bumper and drink the health of the guest of the evening. He was (the speaker said) a gentleman from Norway—a place which was noted in history for its manliness, sturdiness and honesty. Mr. Pihl was the first to bring the "narrow gauge" system to its present high state. With regard to that system, it was found very difficult to obtain a railway to meet the want of the people of this country; but through the agency of Mr. George Laidlaw it was introduced here. (Cheers.) It was through Mr. Pihl's energy that he was enabled to have it an established fact. Mr. Pihl has established a world wide reputation for himself; to him we were indebted for the system, and he therefore considered that he might claim for Mr. Pihl the title of a public benefactor. He (the speaker) had only returned from a trip over that line—the Toronto and Nipissing railway—and he considered for smoothness in running, comfort and ease it was unsurpassed. He looked upon it as a great boon to the country and particularly to the farmers through the section of the country in which it passed. He would now call on them to drink to the health of Mr. Carl Pihl, the engineer of the narrow gauge system. (Applause.)

"Mr. Pihl (who wore the Swedish order "The Commander of Wassa" and the Norwegian order of "Knight of St. Olaf") was very warmly received, thanked the company for the toast, and described some of the great engineering works he had visited on this continent. These works and the American methods of construction in many details had convinced him that every engineer who came to this country would carry home numerous useful lessons. In continuation he remarked: You doubtless expect some explanation of what is termed the narrow gauge railway system, with which my name has been connected, from having been the first to carry out railways for general traffic of the gauge of 3 feet 6 inches. I was led to adopt their gauge rather than a narrower one, or the usual gauge of 4 feet 8½ inches from the result of close calculation, which satisfied me that on it can be combined a maximum of capacity, comfort, efficiency and safety with the minimum of cost of construction and working expenses. If, on the other hand, the gauge is reduced to three feet or less, stability, comfort and economy are sacrificed, while with the 4 feet 8½ inches or greater gauge, expenses are multiplied in many departments without a corresponding increase of useful effect. It may

not be supposed, however, that econo  
depends wholly on the gauge. But rat  
that it is the basis on which to propor  
the various works and carriages necess  
to carry the required amount of traffic. T  
by adjusting the size of the locomotive

A VISIT TO GOV. ARCHIBALD  
MANITOBA—H.M.

The following are written to the New Bayard Taylor, the traveller, now on a vi-

The Winnipeg episode now twisting, and then our way back toward Owing to the exertions of the hospitable Manitobans, the hour of our brief visit is of in advance. The day with a visit to His Excellency, in Fort Garry, where, would have been The grey walls and the evening light, peaceful for Indian wars, the comfortable official residence and the storehouses of company.

On Gov. and Gen. I, for one, rejoiced at being able to do the duty of a simple and most ordinary conversation. bald's reply was self-reception, which was formal and tiresome, and unconstrained. concluded (at the of Winnipeg) a trip and Assiniboine. mouthful compensation, told, from \$3 to \$5. believed that this should be faithfully carried out, trouble with the nation of Manitoba.

Some of our party  
Indian camp at the  
finding vehicles to the  
rest of us had in pre  
the banks of the As  
of inspecting the  
Scotch hall-breeds  
well to call on Bish  
Mission of St. Boni  
of Red River.

The Mission built for boys, an episcopate of very moderate size in which there is a

Bishop Tache and as we entered where pinks, gilly blossomed on all side half-breed scholars a ringing salutation welcomed by the in an elegant pa country extends w River to the Rocky ward following the ture. I had now that wheat has been ewan Valley.

The Bishop took on the top of his pal-  
landscape we saw a  
miles—a dead level  
houses, and gray at  
east, where there are  
perhaps fifty feet  
we were not to see  
water and various  
marsh; all its soft  
with low, tame,  
scenery before re-  
the mouth of Winni-  
shore. The main  
than 200 miles long  
Saskatchewan river  
from Fort Garry, to  
of the band and  
we left St. Boniface  
set out on our drive  
had a fearfully  
thunder all around  
thunder of heavy

A frightful accident occurred on the Southern Railway at the station at the city of... lightning, killing two... wounding... fire, and... Most of... their limbs... physician

ME  
71 08 31

[illegible]

They were where face or body was not beyond possible recognition. Their blood-stained garments and the lines of death which lay upon their faces seemed but well the agony which they had passed. There were but three who were human, and the dress indicated they belonged to the middle walks of life. Their faces were distorted beyond all power of description. Among the mass was one whose right side was nearly lost to flesh, and whose limbs were torn to shreds. Others appeared excruciatingly mutilated. As they lay upon it was painful to witness the

and, within two of those who sought them, remnants of mankind in a sense beloved relative or friend; and there had been no one identified who were removed to houses, and those who could bear the journey taken to the Chelsea Marine Hospital, miles distant. Their injuries are most part of a severe, but not a character. A passenger who was in the accommodation train, and escaped, but, besides corroborating the given above, states that when the engine plunged he saw the bright lighting, seemingly but a very short way, he jumped across the track to the white down buses, but it was an instant after before the telese cured. He remembers nothing until aroused from a fainting fit shrieks of dying men. He at once his energies to the succour of the train. The scene of the disaster presented



## The Credit Valley Railway.

### EXCURSION OF PARTIES INTERESTED TO UXBIDGE—GRAND DINNER.

On Friday afternoon last, our thriving village was visited by a large number of Reeves and deputy Reeves, of the municipalities interested in the construction of the Credit Valley Railway and a number of other gentlemen.—The object of the excursion was to allow these individuals an opportunity of inspecting the working of the narrow gauge system. The train arrived here at about two o'clock p.m. The excursionists wended their way to the Ontario Hall, where an excellent dinner was served, prepared by Mr. Aunand, of the Uxbridge house. About 140 sat down to dinner, among whom we noticed Hon. G. W. Allen, (chairman) Hon. John McMurich and Mr. John Shaddon, president T. & N. R. R. (vice chairman), Fox, and Wragge engineers, Carl Pihl, of Norway, four delegates from the proposed London, Huron & Bruce R. R., about 80 Reeves and deputies from the townships through which the proposed Credit Valley railway is to run, a number of Toronto gentlemen, and some invited friends in Uxbridge and Scott. Dinner being over the chairman having called the company to order asked them all to fill up their glasses and drink the toast which he was about to propose. It was always the first and foremost at all public meetings in Canada the health of Her Majesty the Queen. The toast was drunk to with three cheers.

The chairman said they had not met there for pleasure only, but all would agree with him that they had a pleasant trip this morning. The object in bringing them here to-day was to explain the working of the narrow gauge railway system. They had seen how that system had worked this day. He saw around him gentlemen who were well prepared to give a good explanation of the working of that system. He proposed success to the Toronto and Nipissing Railway Co., first for their having provided a train for their use this morning, secondly for the help and explanations which they were willing to give on the present occasion. He alluded to the difficulties of promoting the narrow gauge system. It was like the course of true love, "it never does run smooth." Some people of the townships felt glad for the benefits they had already received from the Toronto and Nipissing Railroad. They did not know where the termination of the Road would be carried to, but he supposed as far north

valuable assistance they might have been struggling on. When they had such good men at their backs he was sure their enterprise would be a success. (cheers.)

The chairman next called on the "wet nurse" of the narrow gauge system—Mr. Worts.

Mr. Worts said he felt proud of being a "wet nurse" to such a railroad as the Toronto and Nipissing. They had found great difficulty in promoting this railway, not so much in Uxbridge as further north, where it ought to have been less. He had been requested to visit the township of Brock in company Hon. M. O. Cameron, where they had a meeting in front of the hotel. An old man said that he had heard of robbers, but he had never seen them come in such good clothes. \$50,000 to him was as much as the whole Bank of England is to some. He related some amusing incidents of their canvass in Brock. His object in coming here to Uxbridge was to promote the interests of the Credit Valley Railway. He related many difficulties that he had met with in promoting the narrow gauge system and had it not been for the obstinacy of the township of Brock the Toronto and Nipissing Railway would have been opened twelve months ago. Many nights had he worked with Mr. Laillaw in his library till two in the morning, seeing in what manner the different township could be benefitted by a railway. They had worked night and day and he felt amply repaid for it already in being present with such a lot of intelligent gentlemen as were here to-day. As an individual he felt well pleased with the road and as a citizen of Toronto for the benefit which would accrue to the city. He asked them to consider the difference between their formerly to having to travel all the way to town in their wagons on the dreary road with their produce and the present opportunities afforded by railways. He thought there should be a railway through the Credit Valley and they could not adopt a better system than the narrow gauge. (Cheers.)

The health of the Hon. D. Ross was next proposed.

The Hon. D. Ross, of Markham, handsomely responded to the toast which had been drunk in his honour. He said that the Toronto and Nipissing Railway would benefit the people of Markham almost as much as it would the inhabitants of the districts further north. They had given a bonus in Markham of \$10,000, they did not begrudge them any, knowing it had been well spent. They often had bad roads and could not reach the town by them in vehicles, and they were deprived of many other advantages which they now had by the railway. Taking these things into consideration he thought that the people doing the proposed route of the Credit Valley Railway would greatly benefit themselves by supporting these gentlemen who were working in their interest. There was not the waste of steam on the narrow gauge railway that there was on the broad gauge. He thought

were assembled here present; which, having been drunk.

Dr. Freeman, Mayor of Milton, responded. He said he felt convinced that the narrow gauge railway was the right way for Canada. He wished to be able to convince their American cousins that they were not so slow in their railway enterprise in Canada. He felt forcibly struck by the difference in the riding of the narrow gauge railway this morning after the leaving of the Grand Trunk Railway at Scarborough. He thought that some of his Milton friends, when riding on the Grand Trunk Railway this morning were slightly "sprung" from their austere position and gait; but on arriving on the new road he felt that it was the difference of the construction of the track. (Laughter.)

Mr. Gooderham, Reeve of Streetville said, had the municipalities have been allowed to speak first they should have had several questions to ask which was not now necessary, they having been explained by the previous speakers. He wished it understood, in reply to some of the former speakers, that they were not come from the back woods, that the part of the country which they had come from was the "Garden of Canada." They had not come here to know about railway stocks, but to know whether the narrow gauge was suitable to their wants and whether the municipalities who had granted bonuses to the T. & N. R. were satisfied with their grants. He would like to ask them what they would want for their farms now, and what they would have sold them for before the opening of the railway. He hoped that ere twelve months had passed that they would have the opportunity of inviting the T. & N. R. and shareholders to pay them a visit over the Credit Valley Railroad. He was very much pleased with their trip over the road to-day.

Mr. Chisholm, Reeve of Brampton, said he was very much pleased with their ride over the Toronto and Nipissing Railway this day. He thought the system a sure, safe and comfortable one and at the same time the cheapest in construction. He felt that if it was adopted in the Credit Valley they could have all their wheat to open no army factories which it did not now possess.

Mr. A. Kerr, Mayor of Galt, having been called on, said he begged to express thanks of himself and of the inhabitants of Galt for the honour which had been conferred upon him and them. He had just with him to give a bonus for the Credit Valley Railway he would give it before he left the table, but as it did not, he could only use his best interest for the cause.

Mr. J. May of G.D., said that a great deal of prejudice had existed against the narrow gauge system. He had a short time ago taken a trip in a car on the Wellington Grey and Bruce Railway, and as a matter of course had then been in favour of the broad gauge, but he must now confess that he felt good satisfaction over the narrow gauge Railway. He believed that the narrow

He was gratified that he means of raising a "chill" loved. He well knew I outlive those assembled with introducing this saying it to its present position. A number of other to posed and responded to speeches, for which we I this week. The party I after 6 o'clock, leaving I 35 p.m.; and arriving it ly after nine.

## Halifax Reg.

Taylor, Winship Ty Prior crew second; 2 third.

## Frightful Railway

Another terrible disaster has occurred across life has occurred across der circumstances which gation will most probably were of a most criminally ter. The disaster occurred on the Revere Railway, at Revere, miles from Boston, where a heavy lightning express thundering along at full word "telescope."—shut—conveys perhaps the description of the effect of death, upon the accommodation train, living freight, vainly move away as it crush them with terrific force nearly through the fog death and destruction, horrors of the scene, the thrown over, casting the wounded and dyi was set on fire by the attempt to describe the almost superfluous. T were taken up dead and terribly mangled that it was very difficult and possible. Fully forty wounds varying in severity were inflicted on neighbouring citizens, for whose recovery had been feared. The investigation today. Public opinion severe verdict. Had it placed upon the engine of the express train, it were aware that the train was behind time.

## BIRTH

In the village of Uxbridge, Aug. 25th, the wife of Esq., merchant, of a s

In the village of Uxbridge, Aug. 27th, the wife of Esq., of a daughter.

## DIET

At Uxbridge, on 8 Elizabeth Act, May, 18, denials, teaching, and 24 days.

UJ 710831

In 1 21st Aug 1871







But on a small  
after, we find  
"The property  
T. Paxton, E.  
ss, and J. Dry-  
old worn out  
of after all, the  
is bankrupt  
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leaders, are put  
of their hands  
s. Once more  
to the platform  
re only rented  
Stock Co., and  
centy per cent  
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erpetrated upon a

expected that a  
ere between the  
skdale, and the  
on Saturday, 9th  
as will practise  
next, when it is  
all attendance of

years. Thanking them for drinking  
his health in such a warm manner, he  
concluded amidst loud cheers.

Mr. Joseph Gould, one of the direct-  
ors of the road was next called on. He  
said he felt honored in being called on,  
he was glad to see so many present who  
took an interest in the narrow gauge  
system. He welcomed them on the  
part of the people of Uxbridge. They  
have hitherto been shut out from com-  
munication with other towns for want  
of telegraph or Railway communication.  
Now they were within two minutes  
of communication with Toronto and  
they could reach there in less than three  
hours. He felt sure the longer  
it was in use the more convinced would  
they be of its success. It had taken a  
long time to construct and bring the  
same to its present state; they had had  
difficulties to contend with but had got  
over them. They would make money  
by opening this road. They would  
make money by opening this road. This  
was a new feature in the railway system.  
He must say that Mr. Laidlaw was the  
father of this railway system in Canada.  
He assured them that since that since  
they had built this railway the property  
in the town of Uxbridge was worth  
fivetimes the value before Uxbridge had  
voted her \$50,000 in the fall of '68. Other  
towns had voted their bonus in '69 and  
Toronto had helped them munificently;  
and if those who had thrown obstacles  
in the way had instead used their influ-  
ence in the interests of this railway, it  
would have run to Cannington this day.  
He felt sure that this road was a great  
benefit to them. Several parties who  
opposed the road had made a profit on  
90,000 feet of lumber this year that  
would pay all the railway taxes they  
would have to pay. This very harvest  
if the farmers would keep the account  
of profits on grain, they would find that  
they would clear enough to pay all  
railway taxes. He could assure the  
municipalities present that they could  
expend money and that in less than  
two years after their benefits would  
make up for the taxes. A railway only  
running two trains a day had earned  
on 40 miles, \$3784. Its passenger  
traffic amounted to \$3,471. He had rea-  
son to believe that the Toronto and  
Nipissing Railroad had earned on an  
average \$200 a day since it started. It  
is only now in its infancy, and he be-  
lieved that in a few months time it  
would even double the amount. He  
felt satisfied that it handled properly,  
and the directors were united to work  
it economically that every dollar invest-  
ed in it to day, would shortly be worth  
a dollar in gold. We have Mr. Worts  
here to-day (cheers) and without his

Railway Company. The amount of  
taxes on their property would be greatly  
reduced by the introduction of the rail-  
way into this part of the country.

Capt. Cowan, of Brock, said that, as  
Mr. Worts had remarked, they had met  
with great opposition in Brock. The  
inhabitants were not at that time aware  
of the benefits that would accrue from  
the rail road. But, knowing that the  
gentlemen who came there from Toron-  
to were men of substance and intelli-  
gence and with good intentions, the peo-  
ple had gradually gained confidence in  
the proposed scheme. The Reeves in  
the township of the Credit Valley  
should instruct the people on the scheme  
they thought best, and not be governed  
by popularity or the most popular  
schemes, they should advise them as  
they thought best for the interests of  
those people they represented. He hop-  
ed that the Credit Valley would see the  
advantage of the narrow-gauge railway.  
They had a great difficulty in obtaining  
the by law in Brock, granting the bonus  
for the Toronto and Nipissing Railway  
but they had worked and persevered  
and they had succeeded. Property in  
Brock had vastly increased in value  
since the construction of the railway  
was commenced. (Cheers.) The people  
there had also increased intelligence  
since the occasion of which Mr. Worts  
had spoken. (Laughter and cheers.)

The chairman proposed prosperity and  
success to the projected Credit Valley  
Railway, coupling with the toast the  
name of Mr. George Laidlaw.

Mr. Geo. Laidlaw, President of the  
Credit Valley Railway, said he felt  
highly gratified at having his health  
so heartily drunk, and coupled with the  
toast of the Credit Valley Railway.  
He believed that the gains to the peo-  
ple who lived all the way along the pro-  
jected Railway from Galt to Toronto  
would be equal to the gains of the peo-  
ple of the Toronto and Nipissing Rail-  
road. He felt deeply gratified that the  
gentlemen representing the municipali-  
ties of the Credit Valley had come here  
to-day over the Toronto and Nipissing  
Railway, and he hoped that some day  
they would visit them on the Credit  
Valley Railway. He thought that the  
city of Toronto would be greatly bene-  
fitted by the Credit Valley Railway  
from the immense amount of produce  
which would be brought into the city  
from the adjacent country, and by the  
direct connection of Toronto with the  
thriving town of Galt. He had sold  
land in the township of Brock, which he  
had bought for \$37 an acre before the  
opening of the Toronto and Nipissing  
Railway, which since its construction he  
had sold for \$500 an acre. He conclud-  
ed by proposing the municipalities who

speech Mr. Wilkes brought in remarks  
to a close and loud applause.

Mr. Bowles, Reeves of Chippewassee,  
said he felt convinced from their trip to-  
day that the narrow gauge system was  
the system for Canada. He felt sure  
that is the proposition of the Credit Valley  
railway could show the inhabitants of  
the Valley that a railway would benefit  
their interest they would grant them a  
bonus.

Mr. Frankland said that he had tra-  
velled all over Ontario with large num-  
bers of cattle, and that by being enabled  
to reach the country by rail in a short  
time, he could afford to pay a larger  
price for the cattle that cattle being  
driven long distance became greatly de-  
preciated in value. He felt that the nar-  
row gauge system was the one for Can-  
ada.

Mr. G. Laidlaw said he had great  
pleasure in proposing the health of a  
gentleman who was a perfect stranger  
amongst them. He was very glad that  
they were inaugurating a system in Can-  
ada by which they would be enabled to  
build railways without asking money  
from England. It was well known that  
a large sum of money had come from  
England for the construction of the  
Grand Trunk Railway, for which the  
shareholders had never received a cent.  
A number of letters had been inserted  
in the papers addressed to engineers, on  
the subject of a new system of railways,  
and among others a letter had been re-  
ceived. In reply from the gentleman  
sitting on his right—Mr. Carl Peihl—  
who was then on a visit to New Bruns-  
wick, and is government engineer in  
Norway, Europe. In this letter the new  
narrow gauge system was explained  
a number of lines on this section had  
been constructed in Norway. He (the  
speaker) was not the one who introduced  
the narrow gauge system in Canada,  
it was Mr. C. Peihl who sent plans to  
him. Sir Charles Fox, engineer of  
London, England had been to Norway  
and inspected the works of Mr. C. Peihl  
and was highly pleased with them. He  
was glad to say that Mr. Peihl was pre-  
sent amongst them this day, and it was  
the health of Mr. Carl Peihl, Govern-  
ment engineer of Norway, the founder  
of the new narrow gauge system through-  
out the world, that he now proposed.  
The health was drunk with loud cheers.

Mr. Carl Peihl briefly responded in  
appropriate terms. He thanked those  
present for the hearty manner in which  
they had drunk his health. He had  
nursed the system for 15 years, and had  
met many difficulties in bringing it up.  
He had been led to propose this system  
in Norway, because they could not build  
expensive railways there. He thought  
that the same applied to this country.

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Aug. 20th, 1871

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Uxbridge.



been present; which, of course, was not the case.

Mayor of Milton, read a paper in which he said he was convinced that a railway was the only way to save the town. He wished to be able to get to the American cousins that were to be in the town. He felt that the railway was the only way to save the town. He felt that the railway was the only way to save the town. He felt that the railway was the only way to save the town.

He was gratified that he had been the means of raising a "child" whom they loved. He well knew how many difficulties those assembled there had met with introducing this system and bringing it to its present perfection. A number of other toasts were proposed and responded to in appropriate speeches, for which we have not space this week. The party broke up shortly after 6 o'clock, leaving Uxbridge at 6:35 p. m.; and arriving in Toronto shortly after midnight.

### Halifax Regatta.

Taylor, Winship Tyns Crew won; Prior crew second; American crew third.

### Terrible Railway Accident.

Another terrible slaughter of human life has occurred across the border, under circumstances which a rigid investigation will most probably demonstrate were of a most criminally careless character. The disaster occurred on the Eastern Railway, at Revere, some seven miles from Boston, where a delayed accommodation train was overtaken by a heavy lightning express, the latter came thundering along at full speed, and the word "telegraph" was shut up as a telescope—conveys perhaps the most concise description of the effect of this iron "courier of death," upon the four cars of the accommodation train, crowded with living freight, vainly endeavouring to move away as it crushed down upon them with terrific force. It cut its way nearly through the four cars, dealing death and destruction, and to add to the horrors of the scene, the locomotive was thrown over, casting scalding water upon the wounded and dying. The debris was set on fire by the same agency. An attempt to describe the scene would be almost superfluous. Twenty-five bodies were taken up dead and dying, and so terribly mangled that their identification was very difficult and in some cases impossible. Fully forty persons received wounds varying in severity. The greatest exertions were put forth by the neighbouring citizens to succor those for whose recovery hope could be entertained. The investigation commences to-day. Public opinion will demand a severe verdict. Heavy responsibility is placed upon the engineer and conductor of the express train, who, it is reported, were aware that the accommodation train was behind time.

### BIRTHS.

In the village of Uxbridge, on Friday, Aug. 25th, the wife of Henry Madill, Esq., merchant, of a son.

In the village of Sandford, on Sunday, Aug 27th, the wife of Mr. Thos. Barnham, of a daughter.

### DIED.

At Uxbridge, on Sunday, 27th inst. Elizabeth Ada May, daughter of Mr.

## TRAVELER'S GUIDE

### TORONTO & NIPISSING RAILWAY.

TRAIN MOVING SOUTH.		TRAIN MOVING NORTH.	
No. 1.	A.M.	No. 2.	P.M.
Uxbridge.....	8:30	Toronto.....	8:15
Goodwood.....	6:00	Scarboro Junction.....	4:00
Stouffville.....	6:20	Aginacourt.....	4:25
Markham.....	7:05	Unionville.....	4:50
Unionville.....	7:20	Markham.....	5:45
Aginacourt.....	7:45	Stouffville.....	5:40
Scarboro Junction.....	8:10	Goodwood.....	6:10
Toronto.....			
Berkley St.....	8:50	Uxbridge.....	6:40
*Flag station.			

Mails close at the Uxbridge Post Office as follows:—  
Uxbridge time going South. Whitley, Brooklin, Ashburn, Stouffville, Manchester, Uxbridge, and Epsom, at 8:30 a. m.

Going north route on Tuesdays, Thursdays, and Saturdays, viz. Ashworth, Sandford, Leaskdale, Athens, Uxbridge, Victoria Corners and Marsh Hill, at 8 a. m.

Mails arrive daily from Whitley at 4 p. m. from the north, 5 p. m.

Registered letters should be delivered at the wicket 30 minutes before closing of mail. Post Office hours from 7:30 a. m. to 7:30 p. m., close an hour at noon, and 30 minutes at 6 p. m. G. WHEELER, Postmaster. Stages leave every morning (Sundays excepted) at 9 a. m. for Whitley.

### Divine Services.

St. Paul's Church, (Church of England.)—Uxbridge, every Sunday, at 10:30 a. m., and 3 p. m., alternately. Greenbank, 3 p. m. and 6:30 p. m., every Sunday, alternately. Port Perry, morning service, every Sunday, at 10:30 a. m. Prince Albert, evening service every Sunday, at 6:30 p. m. Goodwood, evening service every fourth Sunday, commencing from Easter Sunday, at 6:50 p. m. Scott Town Hall, evening service every fourth Sunday at 6:30 p. m.

Rev. R. S. Fournier, Residence, Uxbridge.

Wesleyan Methodist Church.—Morning service at 10:30 a. m.; evening, 6:30 p. m.; Sunday School at 2 p. m. Every Sunday.

Rev. Mr. Edwards, Residence, Uxbridge.

Canada Presbyterian Church.—Service every Sunday at 2:30 p. m. Sunday School every Sunday at 10:30 p. m.

Rev. Mr. Douglas, Residence, Uxbridge.

St. John's Church.—Morning service every Sunday at 11 a. m., Quaker Hill. Evening service, every Sunday, at 6:30 p. m., at Uxbridge.

Rev. A. MacLennan, Residence, Uxbridge, Quaker Hill.

Methodist Episcopal Church.—Morning service every Sunday at 10:30 a. m. Sunday School at 2:30 p. m. Evening service 6:30 p. m.

Rev. Mr. Young, Residence, Uxbridge.

St. Andrew's Church.—Every third Sunday morning at 10:30 a. m.

Rev. Mr. Brann, Residence, Brook.

Baptist Church.—Pastor's Family Class at 9:30 a. m. Morning service—10:30 a. m. Sabbath School, 2 p. m. Evening service 6:30 p. m.

Rev. J. T. Rowland, Residence opposite B. Chapel.

St. John's Church, Uxbridge.—Service every Sunday evening at 7:30, at Temperance Hall, 6th ave., Scott, every alternate Sunday at 10:30 a. m.; at Leaskdale, at 2:30 p. m., every alternate Sunday.—Rev. C. J. Pearce, Pastor.

### SPECIAL NOTICES.

CANADIAN PAIN DESTROYER, A Family Medicine, well and favourably

## CORN DISTRICT FIRE INSURANCE CO. OF GALT, ONTARIO.

Assets \$150,000  
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ONTARIO FARMERS' MUTUAL  
Fire Insurance Company of Whitley, Ont.  
Agent for North Ontario,  
GEO. ABRAHAMSON.  
Uxbridge, Aug. 21, 1871. 12-47

## ONTARIO BUILDINGS. Opposite the Post Office is the place for CHEAP GOODS.

## CALL AND SEE.

Our new stock of  
HATS AND CAPS,  
JUST ARRIVED.

H. A. CROSBY.  
Uxbridge, Aug. 30, 1871. 12-47