

CONTROVERTED ELECTIONS.

THE STORMONT.

(By Telegram from our own Reporter.)

CORNWALL, Sept. 12, 1871.

The court for the trial of the Stormont election petition met to-day at twelve. Chief Justice Richards presiding. It had been adjourned from the seventeenth of June last. Mr. Bethune appeared for the petitioner; Hon. J. H. Cameron, Q. C., and Mr. D. B. McLennan for the respondent.

Mr. Bethune consented that the votes of Francis Gogo, Wm. L. Ross, and Duncan McEwen be struck off. This reduced the total votes for Bethune from seven hundred to six hundred and sixty. The bad votes struck off from Mr. Colquhoun's side were 45, reducing his total of 705 to 660 also.

Mr. Cameron then said—We have drawn up an agreement which is signed by Mr. Bethune as petitioner, and by me for the respondent, declaring that we neither of us proceed further with the scrutiny. As to the corrupt practices there are no charges against the respondent, and I withdrew those personally against the petitioner on the first day of the trial.

On His Lordship's doubting whether Mr. Cameron had gone so far,

Mr. Cameron said—Well, at any rate I do so now. These charges are withdrawn on both sides, and as costs are not mentioned in the consent both parties will pay their own.

Mr. Bethune tendered himself for examination on the personal charges, but Mr. Cameron declined to examine him.

The Chief Justice asked what authority there was for his making a return.

Mr. Cameron referred to 1 Roa, 304; Peckwell, 18; election cases 504; Chambers' dictionary of elections, 2nd edition, 228; title double returns.

In answer to His Lordship,

The parties stated that they consented to the House issuing a writ for a new election.

His Lordship asked the opinion of counsel as to whether it would not be desirable to state to the House in his return the reason for this arrangement, and also whether it would not be better to suggest the adoption of a different mode of scrutiny than the present.

Mr. Cameron and Mr. Bethune agreed that the scrutiny in this case, if continued, would have lasted until Saturday week at a joint expense of \$250 per day. There were 36 cases on Mr. Colquhoun's side to be examined, and 100 on Mr. Bethune's, and they agreed that the present mode of scrutiny was clumsy in the extreme.

His Lordship said, after two or three trials the principles of the decision would be settled, and the practice would be simplified. He gave judgment declaring that Mr. Colquhoun was not duly elected; that the votes were equal; and that the election was void; and that both parties consented to a writ issuing for a new election.

This arrangement was proposed by Mr. Colquhoun's side, and is justly regarded as a triumph for the Bethune party, and they look to the issue of a new contest with the most confident expectation of success.

SPECIAL TELEGRAMS.

BASE-BALL.

GUELPH, Aug. 12.
In the match for the championship of Canada, Guelph beat Dundas by 33 to 19.

BASE-BALL TOURNAMENT.

AYLMER, Ont., Sept. 12.
The Victorias of Ingersoll beat the Red Stockings of St. Thomas by three runs and one innings—winning the provincial prize of \$45. Playing will be resumed to-morrow.

CRICKET MATCH.

COBourg, Sept. 12.
A cricket match was played here to-day between the junior cricket clubs of Cobourg and Grafton, which resulted in a victory for the Cobourg club by 22 runs, with one innings to spare.

TORONTO AND NIPISSING RAILWAY.

ANNUAL GENERAL MEETING.

The annual general meeting of the shareholders of the Toronto and Nipissing Railway for the election of Directors and the transaction of general business took place at noon yesterday in the company's board room; the President, Mr. John Shedden, in the chair. Among the gentlemen present were Hon. M. C. Cameron, Messrs. J. E. Ellis, J. G. Worts, Wm. Gooderham, jr., J. J. Vickers, Ald. Adamson, Charles Robertson; Joseph Gould, Uxbridge; Henry Pellatt, C. J. Campbell, T. C. Chisholm, John Leys, F. W. Coate, W. R. Elliot, jun., Robert Spratt; J. Wheeler, Uxbridge; R. McRae, Summerville; Thos. Lee, W. S. Lee; C. Reesor, Markham; Hon. C. Reesor, do.; Wm. Copeland, Hugh Miller, and Ald. Hamilton.

Mr. James Graham, the Secretary, having read the notice convening the meeting, he, at the request of the Chairman, read the following reports:—

DIRECTORS' REPORT.

The President and Directors of the Toronto and Nipissing Railway Company submit for the information of the stockholders the following account of the expenditure and receipts from the commencement of the enterprise to 31st August, 1871:

EXPENDITURE.

Construction account.....	\$223,198 34
Western Telegraph Company.....	1,000 00
Tracklaying and ballasting.....	34,848 06
Cost of rail, Toronto to Scarborough.....	27,143 84
Engine houses and station buildings.....	11,975 74
Right of way.....	85,574 43
Rails and fastenings.....	299,427 74
Rolling stock.....	134,570 70
Mr. Cox & Son.....	3,300 00
Engineering and surveying.....	30,873 84
Furniture, safes, &c.....	1,161 17
Preliminary expenses.....	17,351 15
Office—Directors' and Trustees' advertising, printing and stationery.....	11,589 15
Law expenses.....	8,387 92
Interest.....	10,319 85
Discount on bonds.....	35,615 00
Machinery and tools.....	144 17
Total.....	\$962,191 33

RECEIPTS.

Calls on stock paid.....	110,130 00
Municipal bonuses.....	387,927 45
Bonds sold.....	247,500 00
Total.....	\$945,557 45

OUTSTANDING LIABILITIES.

Bills payable.....	227,335 92
Grand Trunk Railway Company.....	18,284 33
Staffordshire Bolt and Nut Company.....	2,829 97
Traffic account.....	4,491 22
Sundry small accounts.....	128 50
Bank Toronto \$8,226 22, less cash in hand \$37 28.....	3,188 94
Total.....	\$26,240 87

Total Receipts and Outstanding liabilities \$962,298 33
To meet the above outstanding liabilities the Directors have—

In hands of Trustees.....	\$28,070 31
Bonds not issued.....	239,000 00
Further calls upon stock.....	85,470 00
Bonds to issue on these calls.....	85,470 00
Total.....	\$427,610 31

Since the last annual meeting of the Company the road has been completed to Uxbridge, and it will be seen by the report of the Chief Engineer, hereto appended, that before the end of the year a further portion to Woodville, a distance of 64 miles from Toronto, will be ready for traffic, and the remaining portion to Cobocoonk early next summer; and should the necessary aid be received from the Government, immediate action will be taken with a view of completing the road to its destination.

The formal opening of the road has been fixed for Thursday, 14th inst., but for the convenience of the public the Directors deemed it advisable (before the ballasting was completed) to run an accommodation

BONUS REPORT.

OFFICE OF THE BOARD OF TRUSTEES,
Toronto, 3rd Aug., 1871.

Amount of Bonuses granted by the several Municipalities on the line of the Toronto and Nipissing Railway, from Toronto to Cobocoonk, in aid of the same.

City of Township	Amount of Debenture	Proceeds
City of Toronto.....	\$150,000	\$388,054 66
Township of Scarborough.....	10,000	9,900 00
Markham.....	30,000	28,300 76
Uxbridge.....	50,000	47,800 00
Scott.....	10,000	9,535 89
Brock.....	50,000	48,727 13
Eldon.....	44,000	42,166 88
Berley.....	15,000	14,272 00
Somerville.....	15,000	14,256 00
Laxton, Digby and Langford.....	12,500	11,875 00
Total.....	\$388,500	\$364,597 76

G. W. ALLEN,

Chairman, Board of Trustees
of the Municipality Bonuses,
A. DEGRASSI,

Secretary to the Trustees.

The CHAIRMAN said that he rose merely to move the adoption of the reports, which were so full that there was nothing he could add to them. If any of the shareholders desired any information the Directors would endeavour to answer their questions.

Mr. W. B. HAMILTON seconded the adoption of the reports.

The reports were adopted.

Mr. HENRY PELLATT moved, seconded by Mr. JOHN LEYS, "That the thanks of the meeting be given to the President and Directors of the Company for their attention to the business interests of the railway during the past year, and that such Directors be paid the sum of \$5 for every Board meeting attended by such Directors during the past year." Carried.

Mr. C. J. CAMPBELL moved, seconded by Mr. W. R. ELLIOT, "That the stock books of the Toronto and Nipissing Railway Company be closed, and that no further subscriptions of stock be permitted to be made thereto until authorized by a general meeting of the shareholders." Carried.

Mr. G. WHEELER, seconded by Mr. W. COPELAND, moved, "That Messrs. Charles Robertson and Henry Pellatt be appointed scrutineers for the election of directors for the ensuing year, and that the poll shall close at two o'clock; but if fifteen minutes should elapse without a vote being tendered, then the poll shall be closed." Carried.

Mr. T. H. LEE moved, seconded by Mr. J. J. VICKERS, "That the following by-law be added to the by-laws of the company:—If any director shall become bankrupt, or compound with his creditors, or cease to hold the required number of shares, or shall, for three months successively, be absent from the meetings of the board without the consent of the directors, he shall thereupon cease to be a director of the company, and the Board of Directors shall appoint another qualified shareholder of the company to be a director in his place." Carried.

Mr. J. G. WORTS moved, seconded by Hon. M. C. CAMERON, "That in acknowledgement of the very valuable services of George Laidlaw, Esquire, to the Toronto and Nipissing Railway Company, the proprietors of the said company appropriate the sum of twelve thousand five hundred dollars (\$12,500) in the bonds of the company, to be placed in the hands of trustees for the benefit of the said George Laidlaw's wife and family, in such manner as the directors of the company shall determine; and the said directors are hereby authorized to grant bonds to the amount aforesaid to such person or persons as they think fit, upon such trusts, as will carry out the spirit and object of the resolution; the bonds to bear seven per cent interest, payable half-yearly, and at 20 years' date from 2nd January, 1872. In addition thereto it is resolved that Mr. Laidlaw be presented with a free pass for himself, wife and children as long as either Mr. or Mrs. Laidlaw may live." Carried.

ELECTION OF DIRECTORS.

The meeting then proceeded to the election of Directors, which resulted in the appointment of the following gentlemen:—Messrs. John Shedden, Wm. Gooderham, Thos. C. Chisholm, Geo. Gooderham, Jas. E. Ellis, Hugh Macdonald, Joseph Gould, H. P. Dwight and Wm. Copeland.

SPORTING AT AURORA.

HORSE RACING—FOOT RACING.

At an early hour yesterday morning the town of Aurora presented a lively spectacle. The country cousin, in best attire, forty miles around assembled to witness feats of the foot-racing fraternity and exhibition of fast nags.

Aurora is certainly no one-horse town; the contrary, its inhabitants are decidedly turfites. The man who owns a horse can't go a three-minute gait is of small account. The train from Toronto, as well that from the north, came to hand freighted with the sporting men.

The great foot race announced to come between Bingham and Adsett was the attraction. On arriving at the track, which is a beautiful half-mile course, the stakeholder found there was a "snake" going, and gave both men their money. They proposed to run for the gate money, about \$260. To this the stewards of the course very properly objected, and Mr. Ash announced that those who had paid were get their money back, for they would allow the public to be swindled.

As soon as the track was clear Burns and Scholes prepared for their race. Scholes stands 5 ft., 11½ inches, weighs 161½ lbs., and is 23 years old. Burns stands 5 ft. 7½ inches, weighs 153, and is years old. Both looked very fine, Scholes showing superior training.

The race was 37½ yards, for \$100 a side. The start was what is called a moving start. After several breaks the men away together and held respective positions until within about three yards of the goal, when Scholes' superior physique and training told, and with a terrific spurt he passed about half a yard in lead.

THE TROT.

FIRST RACE.—Trot for three-year-old mile heats; 2 in 3 to harness; two stakes \$25 each, half forfeit, with \$ added by the club; in addition, a \$ valued at \$100, given by C. J. Dougherty won by the stock of Royal Roven Panio, or Brantford Chief.

The entries were Mr. Mills' Kate Panio, Mr. Burtch's Nettie, T. Brown's York Garibaldi, Dr. Morton's Plover, Tomlinson Green Mountain Morgan.

In the pool selling, Garibaldi sold for Plover, second; the rest sold in pools of \$4 and \$5. Green Mountain Morgan; White Tiger were drawn.

For the start, Plover, with Pat Kearney at the whip, had the inside; Kate Panio 2nd; Nettie, 3rd, Garibaldi, outside.

HEATS.

Plover.....	2 1
Kate Panio.....	4 dis.
Nettie.....	3 3
Garibaldi.....	1 2

In the first heat Plover never broke whilst Nettie, who took the lead, broke up, and ere the first half-mile made Plover had the lead. Garibaldi broke several times, but was fairly pulled up, the last quarter he led up to the first closing a large gap, and came in winner by about a length and a half time, 3:14. In the second heat Garibaldi led on the inside. On the turn of first quarter he broke badly, and Plover who was pulling steady to his work, passed and opened a gap of five lengths. This held through until the last quarter, Garibaldi breaking repeatedly. In the last half quarter he got down to work and closed, and on passing the Judges' stand it was close contest, Plover winning by only a neck time 3:08.

Third heat—After three false starts final get-away was made, Plover leads. At the close of the first quarter Garibaldi passed, but broke, and Plover went to front again. Again Garibaldi closed a break, Plover keeping steady to work. In the last quarter Garibaldi got steadily down to work and made a fine gap, coming three lengths ahead in 3:10. Through this race, although Garibaldi was declared winner, he never showed the square trotting motion of a horse.

The Chief Justice asked what authority there was for his making a return.

Mr. Cameron referred to 1 Eoe, 304; Peckwell, 18; election cases 504; Chambers dictionary of elections, 2nd edition, 228; title double returns.

In answer to his Lordship, The parties stated that they consented to the House issuing a writ for a new election.

His Lordship asked the opinion of counsel as to whether it would not be desirable to state to the House in his return the reason for this arrangement, and also whether it would not be better to suggest the adoption of a different mode of scrutiny than the present.

Mr. Cameron and Mr. Bethune agreed that the scrutiny in this case, if continued, would have lasted until Saturday week at a joint expense of \$250 per day. There were 85 cases on Mr. Colquhoun's side to be examined, and 100 on Mr. Bethune's, and they agreed that the present mode of scrutiny was clumsy in the extreme.

His Lordship said, after two or three trials the principles of the decision would be settled, and the practice would be simplified. He gave judgment declaring that Mr. Colquhoun was not duly elected; that the votes were equal; and that the election was void; and that both parties consented to a writ issuing for a new election.

This arrangement was proposed by Mr. Colquhoun's side, and is justly regarded as a triumph for the Bethune party, and they look to the issue of a new contest with the most confident expectation of success.

SPECIAL TELEGRAMS.

BASE-BALL.

GUELPH, Aug. 12.
In the match for the championship of Canada, Guelph beat Dundas by 33 to 19.

BASE-BALL TOURNAMENT.

AYLMER, Ont., Sept. 12.
The Victorias of Ingersoll beat the Red Stockings of St. Thomas by three runs and one innings—winning the provincial prize of \$45. Playing will be resumed to-morrow.

CRICKET MATCH.

COBURG, Sept. 12.
A cricket match was played here to-day between the junior cricket clubs of Cobourg and Grafton, which resulted in a victory for the Cobourg club by 22 runs, with one innings to spare.

FIRE IN AN OIL REFINERY.

PETROLIA, Sept. 12.
About 10 o'clock this forenoon a fire broke out at the Standard Refinery here, which resulted in the total destruction of the treating house. It was caused by sparks from the smoke-stack setting fire to the roof. The boiler was saved from explosion by the engineer, who ran in while the building was all in flames. No oil was burned. Loss about \$3,000.

FIRE IN PORT HOPE.

PORT HOPE, Sept. 12.
A fire broke out about 2 o'clock this morning in the store-house belonging to Mr. Butterfield, in rear of the Bank of Toronto, and in a very short time rapidly spread to the adjoining buildings, occupied by John Furlock, tavern-keeper, Mr. Russell's cabinet, warehouse, and Mr. Cox's shoe-shop, and burnt with great fury till everything was consumed. The firemen worked with heroic energy, and it was only with the greatest difficulty they saved the building occupied by the Bank of Toronto. Ten thousand dollars will hardly cover the damage done.

GODERICH.

(By Telegraph from our own Correspondent.)

GODERICH, Sept. 12.
Instructions have been sent to the gunboat Prince Alfred, now in port, to proceed to Collingwood to embark the Artillery Battery of that town for their annual drill. The gunboat will leave to-morrow after the arrival of Capt. Wyatt, gunboat inspector. The drill will take place at Sarnia when the camp is formed, and it is expected the Adjutant-General will proceed round from Collingwood on the Prince Alfred, calling at Owen Sound and other places, to inspect.

CITY NEWS.

ceipts from the commencement of the enterprise to 31st August, 1871:

EXPENDITURE.

Construction account.....	\$238,198 34
Electric Telegraph Company.....	1,000 00
Track-laying and ballasting.....	24,248 06
Cost of rail, Toronto to Scarborough.....	27,163 84
Engine-houses and station buildings.....	11,678 74
Right of way.....	85,674 43
Rails and fastenings.....	399,427 71
Rolling stock.....	134,670 76
Sir C. Fox & Sons.....	3,390 00
Engineering and surveying.....	1,161 17
Furniture, safes, &c.....	10,343 35
Preliminary expenses.....	17,381 15
Office, Directors and Trustees' advertising, printing and stationery.....	11,589 15
Law expenses.....	9,827 92
Interest.....	10,343 35
Discount on bonds.....	35,615 03
Machinery and tools.....	144 17
Total.....	\$952,293 33

RECEIPTS.

Calls on stock paid.....	110,430 00
Municipal bonuses.....	387,927 45
Bonds sold.....	247,500 00
Total.....	\$696,057 45

OUTSTANDING LIABILITIES.

Bills payable.....	227,335 92
Grand Trunk Railway Company.....	18,284 33
Stoddard's Bells and Nut Company.....	2,809 97
Trust account.....	4,491 22
Sundry small accounts.....	128 50
Bank of Toronto \$3,226 22, less cash in hand \$37 28.....	3,188 94
Total.....	256,240 87

Total Receipts and Outstanding Liabilities \$696,298 33
To meet the above outstanding liabilities the Directors have—

In hands of Trustees.....	\$24,670 31
Bonds not issued.....	230,000 00
Further calls upon stock.....	85,470 00
Bonds to issue on these calls.....	85,470 00
Total.....	\$427,610 31

Since the last annual meeting of the Company the road has been completed to Uxbridge, and it will be seen by the report of the Chief Engineer, hereto appended, that before the end of the year a further portion to Woodville, a distance of 64 miles from Toronto, will be ready for traffic, and the remaining portion to Cobocconk early next summer; and should the necessary aid be received from the Government, immediate action will be taken with a view of completing the road to its destination.

The formal opening of the road has been fixed for Thursday, 14th inst., but for the convenience of the public the Directors deemed it advisable (before the ballasting was completed) to run an accommodation train for the conveyance of passengers and freight between Uxbridge and Toronto. This train has been working since 12th July last, and has realized to 31st August, for

Passengers.....	\$4,047 33
Freight.....	3,918 33
Total.....	\$7,965 66

But owing to the short period the train has been running, and the early date of the meeting after the close of the month, no special statement of the receipts and working expenses on this account can be submitted to the present meeting.

The Directors deem it expedient to apprise the stockholders that it will be necessary to call in the balance of the subscribed stock of the Company at the intervals laid down by the Statute; this, with the expected aid from the Government of \$150,000, the Directors hope will complete and fully equip the road to Cobocconk.

From the results of the traffic upon that portion of the road already open, the Directors look forward with confident expectations to a large and sufficiently remunerative traffic upon the whole length of the road, not only to pay the interest of the Company's bonds, but to yield a fair percentage to the stockholders on their investments, and to fully justify the predictions of the promoters of the road.

The Trustees' account of bonuses granted to the road, and the Auditor's report, are appended for the information of the stockholders.

(Signed),
JOHN SHEDDEN,
President.

JAMES GRAHAM,
Secretary and Treasurer.

ENGINEER'S REPORT.

Engineer's Office,
Toronto, 12th Sept. 1871.

To the President and Directors of the

the business interests of the railway during the past year, and that such Directors be paid the sum of \$5 for every Board meeting attended by such Directors during the past year. Carried.

Mr. C. J. CAMPBELL moved, seconded by Mr. B. W. ELLIOT, That the stock books of the Toronto and Nipissing Railway Company be closed, and that no further subscriptions of stock be permitted to be made thereto until authorized by a general meeting of the shareholders. Carried.

Mr. G. WHEELER, seconded by Mr. W. COPELAND, moved, That Messrs. Charles Robertson and Henry Pellatt be appointed scrutineers for the election of directors for the ensuing year, and that the poll shall close at two o'clock; but if fifteen minutes should elapse without a vote being tendered, then the poll shall be closed. Carried.

Mr. T. H. LEE moved, seconded by Mr. J. J. VICKERS, That the following by-law be added to the by-laws of the company:—If any director shall become bankrupt, or compound with his creditors, or cease to hold the required number of shares, or shall, for three months successively, be absent from the meetings of the board without the consent of the directors, he shall thereupon cease to be a director of the company, and the Board of Directors shall appoint another qualified shareholder of the company to be a director in his place. Carried.

Mr. J. G. WORTS moved, seconded by Hon. M. C. CAMERON, That in acknowledgment of the very valuable services of George Laidlaw, Esquire, to the Toronto and Nipissing Railway Company, the proprietors of the said company appropriate the sum of twelve thousand five hundred dollars (\$12,500) in the bonds of the company, to be placed in the hands of trustees for the benefit of the said George Laidlaw's wife and family, in such manner as the directors of the company shall determine; and the said directors are hereby authorized to grant bonds to the amount aforesaid to such person or persons as they think fit, upon such trusts, as will carry out the spirit and object of the resolution; the bonds to bear seven per cent interest, payable half-yearly, and at 20 years' date from 2nd January, 1872. In addition thereto it is resolved that Mr. Laidlaw be presented with a free pass for himself, wife and children as long as either Mr. or Mrs. Laidlaw may live. Carried.

ELECTION OF DIRECTORS.

The meeting then proceeded to the election of Directors, which resulted in the appointment of the following gentlemen:—Messrs. John Shedden, Wm. Gooderham, Thos. C. Chisholm, Geo. Gooderham, Jas. E. Ellis, Hugh Macdonald, Joseph Gould, H. P. Dwight and Wm. Copeland.

The meeting then adjourned.
At a meeting of the Board of Directors subsequently held, Mr. Shedden was re-elected President, and Mr. Gooderham Vice-President.

THE CRICKET WEEK.

CANADIANS V. OLD COUNTRYMEN.

The second day of the cricket week was commenced by the Canadians sending Parsons and Sproule to the wickets, to the bowling of Mills and Swinyard, the latter taking the first over. A maiden was delivered by each man; but the second ball in Swinyard's over was finely hit by Parsons; for 3; the first ball in Mills' next over was finely hit by the same batsman for 4; in attempting to make the fifth he was unfortunately run out. G. Brunel took his place, and hit away Mills' third ball for 3. At the fifth, Sproule was stumped by Mills for a round 0, leaving two wickets down for 10 runs. Kennedy filled his place, only adding a 3, and was succeeded by Spragge, who retired for a score of 5. Vanallen then appeared, and batted well for a score of 22, among which were some good cuts and drives, and a leg hit for 4; but he at last had to succumb to Swinyard, who had been bowling well all through the match. Swinyard's bowling, although what may be called slow round, appeared to be more difficult to play than any other bowler's during the match. Benjamin followed, batting well for a score of 7, not out; Baines retiring for 6, Howard and Draper followed with a goose egg each. The innings closed for a score of 62, leaving the Old Countrymen 114 to win.

This they commenced to do by sending Armstrong and Franklin to the wickets to the bowling of Draper and Kennedy. Franklin batted steadily for a score of 5, when he was finely caught by Spragge off Kennedy—one wicket for thirteen runs. Wright was

The race was 57 1/2 yards, to the start. After several breaks away together and held rope until within about three yards when Scholes' superior playing sold, and by a terrific start he half a yard in lead.

THE TROT.

First Race.—Trot for 1 mile heats; 2 in 3 to be stakes \$25 each, half for added by the club: in a valued at \$100, given by (if won by the stock of R. Panic, or Brantford Chief.

The entries were Mr. Mill Mr. Burtch's Nettie, T. B. Garibaldi, Dr. Morton's Plover Green Mountain Morgan.

In the pool selling, Garibs Plover, second; the rest sold for \$4 and \$5. Green Mountain White Tiger were drawn.

For the start, Plover, with at the whip, had the inside 2nd; Nettie, 3rd, Garibaldi, 4th.

HEATS.

Plover.....
Kate Panic.....
Nettie.....
Garibaldi.....

In the first heat Plover whilst Nettie, who took breaking up, and ere the first made Plover had the lead. In several times, but was fairly the last quarter he led up closing a large gap, an winner by about a length time, 3:44. In the second half led on the inside. Of first quarter he broke badly, who was pulling steady to him and opened a gap of five length held through until the last half breaking repeatedly. quarter he got down to work, and on passing the Judges' close contest, Plover winning 1 Time 3:08.

Third heat—After three final get-away was made, 1. At the close of the first gun passed, but broke, and Plover front again. Again Garibaldi broke, Plover keeping steady the last quarter Garibaldi got to work and made a fine three lengths ahead in 3:10; this race, although Garibaldi winner, he never showed the work of Plover, who kept at it whole day's work.

SECOND RACE.—Trot for horse beat 2:30. 1st horse \$100; Miner's Maid and Royal R Best 3 in 5 to harness. Mr. Nettie Moore, Neill and Al Prockton Girl, Mr. Rae's b. der, Mr. Fry's c. h., Charlie In pool selling Nettie Moor ouinte 2 to 1.

HEATS.

Nettie Moore.....
Prockton Girl.....
Legal Tender.....
Charley Moore.....

For first heat, after six inch each driver playing sharp for S. Ashton, one of the stewards and a good start was made. C broke up, and Nettie Moore front at a strong gait, leading mile, with Charley second, Girl third, Legal Tender in 4 ing the mile the Girl broke Tender took the third place, C closed his gap well, but Nettie score in 2:48 1/2.

Second heat—Considerable in false starts, each driver s mined to have the advantage break. At last away, Nettie, t and squaring fair to work, on about seven lengths, and a strong rein, an easy winner in

The third heat was a rep second in false starts. On th again took the lead, kept faith and with a full pull won by The others broke, and were n Time, 2:47 1/2.

Adsett and Bingham's friend to see their prowess called in time succeeded in getting up yards for \$75 a side. Bingham and led for about 60 yards, nnt on a fearful start and fair

The boat *Prince Alfred*, now in port, to proceed to Collingwood to embark the Artillery Battery of that town for their annual drill. The gunboat will leave to-morrow after the arrival of Capt. Wyatt, gunboat inspector. The drill will take place at Sarnia when the camp is formed, and it is expected the Adjutant-General will proceed round from Collingwood on the *Prince Alfred*, calling at Owen Sound and other places, to inspect.

CITY NEWS.

The Police Court will not be opened till 11 o'clock this morning.

THREATENING.—A labouring man named Chas. Shipley, residing at 27 Duesham St., was a rested yesterday for threatening to knock the brains out of one Christina McDougall.

DIVISION COURT.—This court was held yesterday, His honour Judge Boyd presiding. There were over 70 cases on the docket, but only a few of these were tried; five jurymen occupying the greater part of the day.

POLICE NEWS.—Besides the cases mentioned elsewhere there were about a dozen prisoners in the stations last night, on the usual charge of drunkenness. One of these was a woman of 60 years of age who had just got out of gaol yesterday.

ACCIDENT.—About half-past twelve yesterday-morning, a man named Thomas Ferguson, a workman in the shop of Hamilton & Son, was passing along Palace street, near Parliament street, fell off the sidewalk into the ditch, which is of a depth of three feet, and broke his leg. A companion of the man found P. C. Dickson, who had him removed to the Hospital.

ACCIDENT.—A farmer named James Foster, residing on the Davenport road, was driving along Simcoe street yesterday evening, on his way home, when he ran the waggon over an obstruction, causing the vehicle to upset. His wife was thrown upon the road with much violence. She was not seriously injured, and was carried into an adjoining house to recover somewhat before starting again.

DESTITUTION.—Last evening a man named Stephen Sullivan, with his wife and four children, effected an entrance into a vacant house on Mercer street, a short distance from Peter street. He was ejected from the building, however, and in the recklessness of necessity made his preparations for passing the night on the sidewalk. Word was sent to No. 3 Station, and the party was conveyed thither, where they were sheltered for the night.

ADJOURNED INQUEST.—The enquiry into the cause of the death of the boy McGoff was continued last night at McClelland's tavern, on the corner of Berkeley and Sydenham streets. The first witness sworn was a boy of about thirteen years, named Perry McCaffry, who stated that, on the Wednesday evening in question, he and several other boys were sitting on a bench on McMahon street, when a boy named Murphy, and James McGoff approached them, and the boy McGoff had challenged a boy named Hurst to fight him, which Hurst proceeded to do, and got McGoff down, when Murphy kicked at Hurst. Hurst then drove Murphy away, and the latter running into the middle of the street, picked up a half a brick and threw it at the former. The witness did not see it strike Hurst, nor any one else, nor did he see Murphy throw more than once, nor any one else throw anything. Witness did not hear any one cry when the brick was thrown. William Ryrie, another boy who was present at the fight, told in substance a similar story to that of the last witness. William Murphy, the boy already spoken of, was called as a witness and stated what had taken place, which was similar to the story told by the two preceding witnesses, up to where Hurst had got up to strike him, when he (Murphy) picked up a stone or a piece of a bone and threw it at Hurst, but he thought it did not strike him nor any one else. Dr. Aikens, who made a post mortem examination, stated that there had been extravasation of blood, and the inflammation consequent thereon had caused death. The jury returned a verdict that the deceased had come to his death from the effects of a blow from a brick or other missile thrown from the hand of some person unknown. The Coroner expressed a hope that this sad affair would operate as a caution to boys, that they would guard against reckless throwing of stones even in their quarrels.

appended for the information of the stockholders.

(Signed),

JOHN SHEDDEN,
President.

JAMES GRAHAM,
Secretary and Treasurer.
ENGINEER'S REPORT.

Engineer's Office.
Toronto, 12th Sept. 1871.

To the President and Directors of the Toronto and Nipissing Railway:—

GENTLEMEN.—During the past year the works of the railway have been pushed forward to completion as far as the village of Uxbridge, a distance of 41 miles from Toronto, and with the exception of the station building at Scarboro' Junction, and one or two small items, the whole of this portion of the road is finished.

Beyond Uxbridge, the grading is drawing to a close, and if the present rate of progress is continued, and we have an open fall, it should be completed to Cobocok by the end of the year.

The track is laid for a distance of six miles, and will be laid this fall as far as Woodville. I anticipate that we shall be able to place this portion of the road, say 23 miles, in operation before the end of the year. This will make a total length, from Toronto, of 64 miles, and will give the company the benefit of a connection with Lindsay and Beaverton over the Midland Railway. The road can be completed to Cobocok in good time next summer. The shareholders will doubtless be interested to learn to what extent the actual cost of construction has agreed with the estimated cost of \$15,000 per mile upon this portion of the Railway now almost entirely completed. I give the following figures, which show the actual money already expended, and the amount required to finish the few small matters still remaining to be done.

Actual cash cost of construction from Scarboro' Junction to Uxbridge, when finished, 32 miles \$402,250, equivalent to a sum of \$12,570 per mile. Out of this sum an amount of \$230 per mile is properly chargeable to renewals, being the amount paid as a seven years' guarantee on the rails. This reduces the cost to \$12,340 per mile. As regards the equipment, it is estimated that an outlay of \$3,000 per mile in cash will be required to fully stock the road to Cobocok. This is more than was originally estimated, but it is a matter of congratulation to the proprietors that they will have a traffic which will necessitate the supply of more rolling stock than was anticipated.

Adding the cost of equipment to that of construction we have a total cost of \$15,340 per mile in cash, as against the estimate of \$15,000.

It may, I think, be reasonably admitted, therefore, that as far as we have gone the comparison of the actual cash cost to the estimated cost is very satisfactory, and I believe the remaining portion of the road will show as favourable a result when completed.

I have the honour to be,

Gentlemen,
Your obedient servant,
EDMUND WRAGGE,
Chief Engineer.

AUDITOR'S REPORT.

The undersigned respectfully reports that he has audited the books and accounts of the Toronto and Nipissing Railway Company for the past year, a correct and condensed statement of which will be found in the balance sheet herewith submitted.

The traffic receipts and expenditure for the short period the railway has been in operation, together with the vouchers for each item, have also been carefully examined, compared, and found correct.

The numerous details connected with railway accounts renders the assistance of two auditors necessary, and a more thorough knowledge of the system would be acquired if a monthly audit was instituted.

All which is respectfully submitted.

CHAS. ROBERTSON,
Auditor.

To the President and Directors of the Toronto and Nipissing Railway.
Toronto, 9th September, 1871.

appeared to be more difficult to play than any other bowler's during the match. Benjamin followed, batting well for a score of 7, not out; Baines retiring for 6, Heward and Draper followed with a goose egg each. The innings closed for a score of 62, leaving the Old Countrymen 114 to win.

This they commenced to do by sending Armstrong and Franklin to the wickets to the bowling of Draper and Kennedy. Franklin batted steadily for a score of 5, when he was finely caught by Sprague off Kennedy—one wicket for thirteen runs. Wright was the next man, and he and Armstrong made runs very rapidly, two's and three's coming in quick succession from the latter. Wright at this time received a severe blow, and retired in favour of Harper, who contributed thirteen before losing his wicket to Kennedy. Wright then re-appeared, but was soon caught by Draper off Brunel for a total of 13. Three wickets were now down for 36 runs, and the game became very interesting. Armstrong was the next to retire, for a score of 32, one of the best ever played on the ground. The next four wickets fell for 17 runs, making 8 down for 76. Blake, the ninth man, and last hope of the Old Side, then appeared, and run up a score of 9 in quick style, reviving the hopes of the old ones; but fate and the good bowling of G. Brunel was against him, as he had to succumb to one of his trimmers. Reid, the last man, got to the wickets, one would think, for the pleasure of running out, as there was no possible chance of his making the run he tried for. The innings closed for 93, leaving the Canadians winners by 20 runs.

This closes the first match in the Toronto cricket week. All persons who attended during the second day's play must confess that a more enjoyable afternoon, both as regards weather and good cricket, is seldom to be had, the only drawback being the small attendance of visitors. The ground was in good trim, owing to plentiful watering and much rolling, and visitors and players alike were well satisfied with their day's enjoyment.

Today, at half-past eleven, will be commenced the match "East vs. West Ontario," with Yonge Street as the dividing line.

OLD COUNTRYMEN.

FIRST INNINGS.

Armstrong, c Sprague, b Draper	3
Franklin, run out	2
Wright, c Baines, b Draper	13
Swinyard, b Draper	0
Harper, b Brunel	1
Mills H. M., b Brunel	0
Blake, b Brunel	0
Mills Wm, b Draper	13
Hague, l b w, b Draper	4
Building, c Baines, b Draper	16
Reid, not out	1
Byes 2, leg byes 2, wides, 5	9
Total	71

SECOND INNINGS.

Armstrong, b Kennedy	32
Franklin, c Sprague, b Kennedy	5
Wright, c Draper, b Brunel	13
Swinyard, b Brunel	0
Harper, b Kennedy	13
Mills, c Parsons, b Draper	0
Blake, b Brunel	0
Mills Wm, not out	4
Hague, c Heward, b Brunel	4
Furlong, b Draper	8
Reid, run out	0
Byes 2, leg byes 1	5
Total	83
1st Innings	71
Grand total	154

CANADIANS.

FIRST INNINGS.

Parsons, st. Armstrong, b Swinyard	20
Sprague, run out	23
Franklin, b Wright	4
Kennedy, b Swinyard	21
Sprague, b Swinyard	4
Vanallan, c Wright, b Swinyard	14
Rector, b Wright	0
Benjamin, b Wright	0
Baines C, b Swinyard	2
Heward, not out	2
Draper, b Swinyard	0
Byes 2, leg byes 3	13
Total	122

SECOND INNINGS.

Parsons, run out	7
Sprague, st. F. M. Mills, b Wm. Mills	0
Benall, b Swinyard	0
Kennedy, c Heward, b Swinyard	0
Sprague, c Swinyard, b Wm. Mills	5
Vanallan, b Swinyard	22
Rector, b Swinyard	2
Benjamin, not out	7
Baines, c Harper, b Blake	0
Hewa d, b Swinyard	0
Draper, c Harper, b Swinyard	0
Byes	1
Total	63
First Innings	122
Grand Total	184

break. At last away, Nettie and squaring fair to work, about seven lengths, and strong rein, an easy winner.

The third heat was a second in false starts. Or again took the lead, kept it and with a full pull won. The others broke, and were Time, 2:47.

Adsett and Bingham's trial to see their prowess called time succeeded in getting yards for \$75 a side. Bingham led for about 60 yards put on a fearful spurt and from him, winning easily.

The day was very fine, and deserve credit for their actions throughout. There thousand persons in attend

CANADA.

A number of Sable Island recently sold at auction at the Department of Marine and realized from \$15 to \$5

A young Lady, 18 years daughter of John Cunniff the township of Wollford, week by falling down stair

The London City Council accepted the offer of the G. V. Port Stanley line. A meeting the question broke without coming to any decision.

The following are the European and North America month ending 31st August

1900.	
Passengers	\$9,000 59
Freight	6,977 59
Mails and Sundries	894 41
Totals	\$16,872 60

At a recent meeting of the Conservative Association, son declined to be put in for the House of Commons according to the London Herald plain to him that, if he sent once more, he would hard road to travel, in view, as he had on former the same difficulties to encounter.

The new propeller completed at St. Catharines, Line, on her first trip up cargo ever taken through by some fifty tons, and an hour the entire trip Windsor. The Scotia is the best and most profitable and her construction well of the Shickluna shipyard.

The Hamilton Spectator ing incident: "This morning the township of Barton rather running, backwards through the market, wretched if she were a perfect lunatic of the people, when a young named G. B. Filgiano, went up to her and asked anything, when she replied she had lost ten dollars, received from some friends when the little comforter rolled in a handkerchief and handed it to her, at her where he had found it. The joy of the woman imagined than described year-old felt highly delighted means whereby the almost was made glad."

In his great "wet die Mr. McCullum's political Wellapport, our "taller Lincoln declared that the ministration was "the Canada ever had." A member's pocket organ calls upon the people to this same "best Government money voted time and again for improving the Wellan says this "best and most work in the Dominion" with "criminal neglect," Mr. Rykert had the cheer best Government the our opinion which the himself has frequently endorsed months! We hardly u. e most—the brilliant

TORONTO AND NIPISSING RAILWAY

ANNUAL GENERAL MEETING

ANNUAL GENERAL MEETING.

The annual general meeting of the shareholders of the Toronto and Nipissing Railway for the election of Directors and the transaction of general business took place at

noon yesterday in the company's board room; the President, Mr. John Shelden, is in the chair. Among the gentlemen present were Hon. M. C. Cameron, Messrs. J. E. Ellis, J. G. Werts, Wm. Gooderham, jr., J. H. Vickers, Ald. Adamson, Charles Robertson; Joseph Gould, Uxbridge; Harry Pellatt, C. J. Campbell, T. G. Chisholm.

John Leys, F. W. Coates, W. R. Elliot, jun., Robert Spratt, J. Wheeler, Uxbridge; R. McRae, Summerville; Thos. Lee, W. S. Lee; C. Reesor, Markham; Hon. C. Reesor, do.; Wm. Copeland, High Miller, and Ald. Hamilton.

Mr. James Graham, the Secretary, having

read the notice convening the meeting, he, at the request of the Chairman, read the following reports:—

DIRECTORS' EFFORT.

The President and Directors of the Toronto

and Nipissing Railway Company submit for the information of the stockholders the following account of the expenditure and re-

cents from the commencement of the water
price to 31st August, 1871:

EXPENDITURE	
Construction account.....	2,100 34
Medical Telegraph Company.....	1,000 00
Freight and collecting.....	24 48

Cost of rail, Toronto to Fairford	27,107
Engine houses and station buildings	11,075
Right of way	75,596

Rails and soundings	220,422 71
Rolling stock	13,678 76
Rtr C. Fax & Sons	2,340 00
Engineering and surveying	20,073 43
Finance, office etc.	1,164 17
Freight	17,381 15
Office, Directors and Trustees	
ing, printing and stationery	11,500 13
Law expenses	3,037 37
Interest	20,348 23
Discount on bonds	24,615 00

Machinery and tools	144.75
Total	\$22,293.81
RECEIPTS	
Calls on stock paid	110,000.00
Monthly bonuses	537,972.61
Bonds sold	247,000.00
	\$894,972.61

OUTSTANDING LIABILITIES.	
Little payable	227,325 00
Grand Trunk Railway Company	14,224 23
Starbuckford Bolt and Nut Company,	2,869 97
.....	4,491 72
Handly small accounts	129 24
Bank Toronto \$2,730 22, bank cash in hand	
\$27 25.	3,186 34
	<u>\$54,780 07</u>

To meet the above outstanding liabilities the Directors have—

Don't need it	220,000
Don't call upon stock	25,470

Total	047,019.31
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Since the last annual meeting of the Company the road has been completed to Uxbridge, and it will be seen by the report

of the Chief Engineer, hereto appended, that
before the end of the year a further portion

to Woodville, a distance of 64 miles from Toronto, will be ready for traffic, and the remaining portion to Cobdenk early next summer; and should the necessary aid be received

Office of the Board of Trustees,
Toronto, 3rd Aug., 1871.
Amount of Bounties granted by the several
Municipalities on the line of the Toronto and
Niagara Railway, from Toronto to
Cobourg, in aid of the same.

G. W. ALLEN,
Chairman, Board of Trustees
of the Municipality of Bonneau
A. DEBASSI,
Secretary to the Trustees.

The reports were adopted.

Mr. HENRY PHILLIPS moved, seconded by Mr. LOUIS LEVY, "That the thanks of the meeting be given to the President and Directors of the Company for their attention to the business interests of the railway during the past year, and that such Directors be paid the sum of \$5 for every Board meeting attended by such Directors during the past year." Carried.

Mr. G. WHEELER, seconded by Mr. W. COFFMAN, moved, "That Messrs. Charles Robertson and Henry Pollard be appointed scrutineers for the election of directors for the ensuing year, and that the poll shall close at two o'clock; but if fifteen minutes should elapse without a vote being tendered then the poll shall be closed." Carried.

Mr. J. G. WORTH moved, seconded by Hon. M. C. CAMERON, That in acknowledgment of the very valuable services of George Laidlaw Esquire, to the Toronto and Nipissing Lumber Company, the proprietors of the said company appropriate the sum of two thousand five hundred dollars (\$12,500) to the bonds of the company, to be placed in the hands of trustees for the benefit of the said George Laidlaw, his wife and family, in such manner as the directors of the company shall determine; and the said directors are hereby authorized to grant bonds to the said George Laidlaw to such person or persons as they think fit, upon such trusts, as will carry out the spirit and object of the resolution; the bonds to bear seven per cent interest, payable half-yearly, and at 20 years date from 2nd January, 1872. In addition thereto it is resolved that Mr. Laidlaw be presented with a free pass for himself, wife and family, to the said company's boats.

HORSE RACING-FOOT RACING

Aurora is certainly no one-horse town; on the contrary, its inhabitants are decidedly carfish. The man who owns a horse that can't go a three-minute gait is of small account. The train from Toronto, as well as that from the north, came to hand well freighted with the sporting men.

As soon as the track was cleared, Barnes and Scholes prepared for their race. Scholes stands 5 ft. 11½ inches, weighs 164½ lbs., and is 23 years old. Barnes stands 5 ft. 7½ inches, weighs 183, and is 22 years old. Both looked very fine, Scholes showing superior training.

FIRST RACE.—Trot for three-year-olds mile heats; 2 in 2 to harness; sweepstakes \$25 each; half forfeit, with \$10 added by the club; in addition, a cup valued at \$100, given by C. J. Douglass, if won by the stock of **Royal Brevange**, **Hamie**, or **Brantford Chief**.

The entries were Mr. Mills Kate Paniel, Mr. Burtch's Nettie, T. Brown's Young Caribaldi, Dr. Morton's Plover, Tomlinson's Green Mountain Morgan.

In the pool selling, Caribaldi sold first Plover, second; the rest sold in pools of \$14 for \$4 and \$5. Green Mountain Morgan and White Tiger were drawn.

For the start, Plover, with Pat Kearney, at the whip, had the inside; Kate Panicle 2nd; Nettie, 3rd, Garibaldi, outside.

WEAVER.

Plover.....	2	1	2
Kate Panicle.....	4	dis	
Nettie.....	3	3	2

Garibaldi..... 1 2

In the first heat Florer never broke while Nettie, who took the lead, broke breaking up, and ere the first half-mile made Florer bad the lead. Garibaldi broke several times, but was fairly pulled up. On the last quarter he led up to the front, closing a large gap, and came in the winner by about a length and a-half time, 3:14. In the second heat Garibaldi led on the inside. On the turn of first quarter he broke badly, and Florer, who was pulling steady to his work, passed and opened a gap of five lengths. This he held through until the last quarter, Garibaldi breaking repeatedly. In the last quarter he got down to work and closed up, and on passing the judge, stand it was close contest, Florer winning by only a neck. Time 3:08.

Third heat—After three false starts,

[illegible]

And now we have told by the Colburn and plausible scheme by a Montreal sharp the apple business. star No. 1, but keep and unknown to the a visit to all who h He makes a bargain, the agreement. All of the "doct" may, who have said, and each why he has ne earlier in the presen

and received \$5
then sympathetically
he has sold a bank
low, but good broke
apples; no use waitin
closed, and danger
clouds by telling the
a little in that busi

give him any such
The disappointed
ceps, a much lower
pays cash in full his
all right, but No.
smilingly informing
to barrel, pay for, an
informed that the fr
waxes indignant, an
threats to appeal to
swindled farmer, con
branding No. 2 him.
ty-five per cent. of
No. 3. The sharp
tends to sympathize
finely, tells him a
through No. 3 ship
quarters at a comic
pocketing \$ still fur
the figures above

In his memoirs published in the Col. John Clark, Jr. On the removal of the Negroes to Texas, about three centuries ago, a friend of Capt. Clark's, who visited that country, described a man, and spoke of his manner of life within the bounds of first slaveryman, as Rev. Robert Addison by the Society in England of Christian Negroes. He arrived a sister and two children in the many in the country, leaving behind him a columnar monument, finally visited at one with Mrs. Addison's father upon the island. The first was president of the trial of the people.

...the personal charges, but Mr. ... declined to examine him.
Chief Justice asked what authori-
ty he was making a return.
Cameron referred to 1 Roa, 804; Peck-
8; election case 504; Chambers' Dic-
tionary of elections, 2nd edition, 228; title
returns.
...over to his Lordship.
...parties stated that they consented to
...a writ for a new election.
Lordship asked the opinion of counsel
whether it would not be desirable to
...to the House in his return the reasons
...arrangement, and also whether it
...not be better to suggest the adoption
...different mode of scrutiny than the
...at.

Cameron and Mr. Bethune agreed
the scrutiny in this case, if continued,
...lasted until Saturday week at a
...of \$250 per day. There were
...on Mr. Colquhoun's side to be
...and, and 100 on Mr. Bethune's, and
...argued that the present mode of scrutiny
...is the extreme.

Lordship said, after two or three trials
...of the decision would be
...and the practice would be simplified,
...ave judgment declaring that Mr.
...son was not duly elected; that the
...was equal, and that the election was
...and that both parties consented to a
...ing for a new election.

An arrangement was proposed by Mr.
...son's side, and is justly regarded as a
...ph for the Bethune party, and they
...to the issue of a new contest with the
...sistent expectation of success.

SPECIAL TELEGRAMS.

BASE-BALL.
GUELPH, Aug. 12.
The match for the championship of
...Guelph last Dundas by 32 to 49.

BASE-BALL TOURNAMENT.
ALBANY, Ont., Sept. 12.
A Victoria of Ingersoll beat the Red
...of St. Thomas by three runs and
...ages, winning the provincial prize of
...Playing will be resumed to-morrow.

CRICKET MATCH.
COLLINGWOOD, Sept. 12.
Cricket match was played here to-day
...in the junior cricket clubs of Collingwood
...ation, which resulted in a victory for
...ing club by 22 runs, with one in-
...score.

FIRE IN AN OIL REFINERY.
PETERBIA, Sept. 12.
At 10 o'clock this forenoon a fire broke
...in the standard refinery here, which re-
...ed the total destruction of the treat-
...ment. It was caused by sparks from the
...stack setting fire to the roof. The
...was saved from explosion by the en-
...gine, who ran in while the building was
...in flames. No oil was burned. Loss
...\$13,000.

FIRE IN PORT HOPE.
PORT HOPE, Sept. 12.
Fire broke out about 2 o'clock this morn-
...the store-house belonging to Mr. But-
...in, in rear of the Bank of Toronto, and
...very short time rapidly spread to the
...ing buildings, occupied by John Pol-
...tavern-keeper, Mr. Russell's cabinet
...house, and Mr. Cat's shoe shop, and
...with great fury till everything was
...ed. The firemen worked with hero-
...y, and it was only with the greatest
...ity they saved the building occupied
...Bank of Toronto. Ten thousand dol-
...dill hardly cover the damage done.

GODERICH.
Telegraph from our own Correspondent.
GODERICH, Sept. 12.
Instructions have been sent to the gun-
...frigate Alfred, now in port, to proceed
...linedwood to embark the Artillery bat-
...that town for their annual drill. The
...at will leave to-morrow after the ar-
...of Capt. Wyatt, gunboat inspector.
...drill will take place at Sarnia when
...mp is formed, and it is expected the
...ant-General will proceed round from
...wood on the Prince Alfred, calling at
...Sound and other places, to inspect.

CITY NEWS.
Police Court will not be opened
...o'clock this morning.
HEATHING.—A labouring man named
...Shipley, residing at 87 Dufferin St. was

...the information of the stockholders is the fol-
...lowing account of the expenditure and re-
...ceipts from the commencement of the enter-
...prise to 31st August, 1871.

EXPENDITURE	
Construction account	\$250,126 34
Montreal Telegraph Company	1,000 00
Trucking and carting	24,848 08
Cost of rail, Toronto to Goderich	17,161 84
Engine houses and station buildings	11,971 71
Light and way	35,361 67
Sails and fittings	220,427 74
Rolling stock	13,678 78
Mr. C. J. Campbell	3,349 00
Engineers and surveyors	10,318 35
Particulars, etc.	1,161 17
Preliminary expenses	17,381 15
Office, Directors and Trustees' advertis- ing, printing and stationery	11,586 15
Law expenses	10,318 35
Interest	23,615 01
Insurance on bonds	35,615 01
Machinery and tools	114 75
Total	\$562,251 33

RECEIPTS	
Calls on stock paid	134,696 00
Minor contributions	227,972 45
Bonds sold	247,466 00
Total	\$609,134 45

OUTSTANDING LIABILITIES	
Bills payable	227,335 00
Trunk Railway Company	13,250 00
Marquette and Nipissing Company	2,500 00
Trade account	4,401 37
Bankruptcy accounts	423 50
Bank Toronto \$2,730 12, less cash in hand	3,158 24
Total	\$248,965 31

Total Receipts and Outstanding Liabilities \$602,249 34
To meet the above outstanding liabilities
the Directors have—
In hands of Trustees \$21,679 31
Bonds not issued \$29,000 00
Further calls upon stock \$5,470 00
Bonds to issue on these calls \$8,470 00
Total \$64,169 31

Since the last annual meeting of the Com-
pany the road has been completed to
Uxbridge, and it will be seen by the report
of the Chief Engineer, hereto appended, that
before the end of the year a further portion
to Woodville, a distance of 64 miles from
Toronto, will be ready for traffic, and the re-
maining portion to Cobecok early next sum-
mer; and should the necessary aid be receiv-
ed from the Government, immediate action
will be taken with a view of completing the
road to its destination.

The formal opening of the road has been
fixed for Thursday, 14th inst., but for the
convenience of the public the Directors
deemed it advisable (before the ballasting
was completed) to run an accommodation
train for the conveyance of passengers and
freight between Uxbridge and Toronto.
This train has been working since 12th July
last, and has realized to 31st August, for
Passengers \$406 35
Freight 3,918 33
Total \$7,045 68

But owing to the short period the train has
been running, and the early date of the
meeting after the close of the month, no
special statement of the receipts and work-
ing expenses on this account can be submit-
ted to the present meeting.

The Directors deem it expedient to apprise
the stockholders that it will be necessary to
call in the balance of the subscribed stock of
the Company at the intervals laid down by
statute; this, with the expected aid from the
Ontario Government of \$150,000, the Direc-
tors hope will complete and fully equip the
road to Cobecok.

From the results of the traffic upon that
portion of the road already open, the Direc-
tors look forward with confident expec-
tations to a large and sufficiently remun-
erative traffic upon the whole length of the
road, not only to pay the interest of the
Company's bonds, but to yield a fair per-
centage to the stockholders on their invest-
ments, and to fully justify the predictions
of the promoters of the road.

The Trustees' account of bonuses granted
to the road, and the Auditor's report, are
appended for the information of the stock-
holders.

(Signed),
JOHN SHEDDEN,
President.
JAMES GRAHAM,
Secretary and Treasurer.
ENGINEER'S REPORT.
Engineer's Office,
Toronto, 12th Sept. 1871.

To the President and Directors of the
Toronto and Nipissing Railway—
GENTLEMEN.—During the past year the
works of the railway have been pushed for-
ward to completion as far as the village of

...Mr. HENRY PRILLAT moved, seconded by
Mr. J. W. LLOYD, "That the thanks of the
meeting be given to the President and Di-
rectors of the Company for their attention to
the business interests of the railway during
the past year, and that such Directors be
paid the sum of \$5 for every Board meeting
attended by each Director during the past
year." Carried.

Mr. C. J. CAMPBELL moved, seconded by
Mr. R. W. LLOYD, "That the stock books
of the Toronto and Nipissing Railway Com-
pany be closed, and that no further subscrip-
tions of stock be permitted: to be made
thereto until authorized by a general meet-
ing of the shareholders." Carried.

Mr. G. WHILLER, seconded by Mr. W.
GOVERNOR, moved, "That Messrs. Charles
Robertson and Henry Pellatt be appointed
scrutinizers for the election of directors for
the ensuing year, and that the poll shall
close at two o'clock; but if fifteen minutes
should elapse without a vote being tendered,
then the poll shall be closed." Carried.

Mr. T. H. LER moved, seconded by Mr.
J. J. VICKERS, "That the following by-law
be added to the by-laws of the company:—
If any director shall become bankrupt, or
corrupt with his creditors, or cease to hold
the required number of shares, or shall, for
three months successively, be absent from
the meetings of the board without the con-
sent of the directors, he shall thereupon
cease to be a director of the company, and
the Board of Directors shall appoint another
qualified shareholder of the company, to be a
director in his place." Carried.

Mr. J. G. WORTH moved, seconded by Hon.
Mr. C. CAMERON, "That in acknowledgement
of the valuable services of George Laidlaw,
Esquire, to the Toronto and Nipissing Rail-
way Company, the proprietors of the said
company appropriate the sum of twelve
thousand five hundred dollars (\$12,500) in
the bonds of the company, to be placed in
the hands of trustees for the benefit of the
said George Laidlaw's wife and family, in
such manner as the directors of the company
shall determine; and the said directors are
hereby authorized to grant bonds to the
said George Laidlaw to such person or persons
as they think fit, upon such trusts, as will
carry out the spirit and object of the resolu-
tion; the bonds to bear seven per cent in-
terest, payable half-yearly, and at 20 years'
date from 2nd January, 1872. In addition
thereto it is resolved that Mr. Laidlaw be
presented with a free pass for himself, wife
and children as long as either Mr. or Mrs.
Laidlaw may live." Carried.

ELECTION OF DIRECTORS.
The meeting then proceeded to the elec-
tion of Directors, which resulted in the ap-
pointment of the following gentlemen:—
Messrs. John Sheddin, Wm. Gooderham,
Thos. C. Chisholm, Geo. Gooderham, Jas.
E. Ellis, Hugh Macdonald, Joseph Gould,
H. P. Dwight and Wm. Copeland.

The meeting then adjourned.
At a meeting of the Board of Directors
subsequently held, Mr. Sheddin was re-elected
President, and Mr. Gooderham Vice-
President.

THE CRICKET WEEK.

CANADIANS V. OLD COUNTRYMEN.

The second day of the cricket week was
commenced by the Canadians sending Par-
sons and Sproule to the wickets, to the
bowling of Mills and Swinyard, the latter
taking the first over. Amsiden was deliv-
ing each man; but the second ball in Swin-
yard's over was finely hit by Parsons for
6; the first ball in Mills' next over was finely
hit by the same batsman for 4; in attempt-
ing to make the fifth he was unfortunately
run out. G. Brunel took his place, and hit
away Mills' third ball for 3. At the fifth,
Sproule was stumped by Mills for a round 0,
leaving two wickets down for 10 runs. Ken-
edy filled his place, only adding a 3 and
was succeeded by Sprague, who retired for a
score of 5. Yanallan then appeared, and
batted well for a score of 22, among which
were some good outs and drives, and a leg
hit for 4; but he at last had to succumb to
Swinyard, who had been 'bowling well all
through the match. Swinyard's bowling,
although what may be called slow round,
appeared to be more difficult to play than
any other bowler's during the match. Ben-
jamin followed, bating well for a score of 7,
not out; Baines retiring for 6, Howard and
D. after followed with a goose egg each. The
 innings closed for a score of 62, leaving the
Old Countrymen 114 to win.

This they commenced to do by sending
Armstrong and Fremlin to the wickets to
the bowling of Draper and Kennedy. Frem-
lin batted steadily for a score of 5, when he
was finely caught by Sprague off Kennedy—
one wicket for thirteen runs. Wright was
the next man, and he and Armstrong made
runs very rapidly, two's and three's coming
in quick succession from the latter. Wright
at this time received a severe blow, and re-

...18 1/2 lbs., and is 21 years old. Par-
sons stands 5 ft 7 1/2 inches, weighs 153, and is 20
years old. Both looked very fine. Scores
showing superior training.
The race was 57 1/2 yards, for \$100 a side.
The start was what is called a moving break
start. After several breaks the men got
away together and held respective positions
until within about three yards of the finish,
when Scotcher's superior physique and training
showed, and by a terrific spurt he passed about
half a yard in lead.

THE TRAIT.

FIRST RACE.—Trot for three-year-olds,
mile heat; 2 in 3 to harness, sweep-
stakes \$25 each, half forfeit, with \$100
added by the club; in addition, a cup
valued at \$100, given by C. J. Douglass,
if won by the stock of Royal Revenge,
Fanie, or Bradford Child.

The entries were: Mr. Miller Kate Fanie,
Mr. Burtch's Nettie, T. Brown's Young
Garibaldi, Dr. Morton's Plover, Tomlinson's
Green Mountain Morgan.

In the pool selling, Garibaldi sold first;
Plover, second; the rest sold in pools of \$14,
for \$1 and \$5. Green Mountain Morgan and
White Tiger were drawn.

For the start, Plover, with Pat Kearney
at the whip, had the inside; Kate Fanie,
2nd; Nettie, 3rd, Garibaldi, outside.

HEATS.	
Plover	2 1 2
Kate Fanie	4 dis.
Nettie	3 3 3
Garibaldi	1 2 1

In the first heat Plover never balked,
while Nettie, who took the lead, kept
breaking up, and ere the first half-mile was
made Plover had the lead. Garibaldi broke
several times, but was fairly pulled up. On
the last quarter he led up to the front,
closing a large gap, and came in a
winner by about a length and a-half;
time, 3:14 1/2. In the second heat Gar-
ibaldi led on the inside. On the turn
of first quarter he broke badly, and Plover,
who was pulling steady to his work, passed
and opened a gap of five lengths. This he
held through until the last quarter, Gar-
ibaldi breaking repeatedly. In the last half
quarter he got down to work and closed up,
and on passing the Judges' stand it was a
close contest, Plover winning by only a neck.
Time 3:08.

Third heat.—After three false starts a
final get-away was made, Plover leading.
At the close of the first quarter Garibaldi
passed, but broke, and Plover went to the
front again. Again Garibaldi closed and
broke, Plover keeping steady to work. On
the last quarter Garibaldi got steadily down
to work and made a fine gap, coming in
three lengths ahead in 3:10 1/2. Throughout
this race, although Garibaldi was declared a
winner, he never showed the square trotting
work of Plover, who kept at it as if in for
a whole day's work.

SECOND RACE.—Trot for horses that never
beat 2:50. 1st horse \$100; 2nd do. \$25.
Miner's Maid and Royal Revenge barred
Best 3 in 5 to harness. Mr. Fisher's b. m.,
Nettie Moore, Neill and Alexander's b. m.,
Brookton Girl, Mr. Rao's b. h., Legal Tender,
Mr. Fry's o. h., Charley Moore.

In pool selling Nettie Moore was the fa-
vourite 2 to 1.

HEATS.	
Nettie Moore	1 1 1
Brookton Girl	4 4 3
Legal Tender	3 3 4
Charley Moore	2 2 2

For first heat, after six ineffectual starts,
each driver playing sharp for the lead, Mr.
S. Ashton, one of the stewards, scored them
and a good start was made. Charley Moore
broke up, and Nettie Moore went to the
front at a strong gallop, leading the first half
mile, with Charley second, and Brookton
Girl third, Legal Tender in the rear. Clos-
ing the mile the Girl broke and Legal
Tender took the third place. Charley Moore
closed his gap well, but Nettie overtook the
score in 2:48 1/2.

Second heat.—Considerable time was lost
in false starts, each driver seeming deter-
mined to have the advantage of a leading
break. At last away, Nettie, taking the lead
and squaring fair to work, opened a gap of
about seven lengths, and came in under a
strong rein, an easy winner in 2:49.

The third heat was a repetition of the
second in false starts. On the start Nettie
again took the lead, kept faithfully to work,
and with a full pull won by eight lengths.
The others broke, and were run shamefully.
Time, 2:47 1/2.

Adsett and Bingham's friends, who desired
to see their prowess called into play, by this
time succeeded in getting up a dash of 70
yards for \$75 a side. Bingham got the start,
and led for about 50 yards, when Adsett
put on a fearful spurt and fairly leaped away
from him, winning easily.

The day was very fine, and the spectators
deserve credit for their straightforward
actions throughout.

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UNITE J 87
The New York Times
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...Louisville millionaire who
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...gave a bill making it law
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...the attic window of her
...ward below. Two of her

were most likely to import it; and in Europe the few cases there reported disappeared. The frost of last month stop the march of the pest.

The first wife of H. D. Nelson, Louisville millionaire who came to the city from the South,

of 70
start

out the least hope of recovery
been there for nearly twenty years.

warda
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almost miraculously saved from
though they suffered for years
severe injuries received. The
woman was patriotically fond of
and the death of the eldest first
naturally she will be

naturally use maps by causing
monomania, accompanied by
phantasy that God wanted
and that he was sending them
destroying their lives.

A private letter from Midah

prayer to his father, of Cincinnati, of the disaster which befel the war steamer *Guerriere*, off the coast between Civita, Vecchia and L. says that the vessel was at the time under full sail and steam power suddenly struck a rock and gro struck with such force that for half days she was in imminent

going to pieces. "If we had good, true ships, and the help of," he says, "all of us might have." The Commander, Capt. Stevens, spatch to Leghorn for assistance next morning three Italian steers in sight to our relief. The first encountered a heavy storm, and calms that we escaped. We have overboard masts, guns, ammunition.

When after we struck, two ships passed near us, and, although the signals of distress, they did not heed. Aided by the Italian steamers, we were towed to Spezia, where we are now laid up awaiting the ship."

FOSSICKING ABO

From all corners of the earth

usually receiving new words that English vocabulary which things stand, seems full almost it is vain for Deans to criticise "ab," and for Washington to out with the Dean's, since our term to be in a perpetual state of change and growth.

The latest linguistic import from Australia, in the shape of "lescock." Now, what on earth is it? If we would arrive at the origin, we must listen to told by our contemporary. This it seems that once, upon a time weary and footsore, he applied at a bush tavern somewhere in a district. Finally, the tavern pilgrim were exactly, call a bar of the grand old, famous inn who demanded a pot of beer and the landlady.

said that his ball "broke
so, with many accomplishments
has driven thirty from the
man who travelled moneyless to
Bredon found all barren there.
a bed, but the early innkeeper
it, he would not to find better
work in the back of the house
therefor to "camp out" the in
ever was the first morning in
and again "lauching about,
thus "launched" is searched a

[illegible]

from the front of the market

to commit suicide" gasped and closed his eyes with a look as he saw Ned take the rod and examine it carefully.

startled by a sound as of timber; the door of the stable open and Spider-legs led by a woman.

He rushed forward with awe and terror, was Lady

of his mother, Ned let her sink on his knees, and with his hands.

on drawing down of the by Spider-legs shut out the or observing what took mother and son.

consolation for everything in this world.

g regretted that this im- friend Ned had been pre- ght his brains out by the ition of his mother and iend, 'the amiable Noah a philosophical view of it.

out for the best, after all! 'For my part I don't care the death of a man upon

I've heard it disturbs it that's all bosh! If a regular exercise, and doesn't home, he'd sleep like an he had twenty murders on

! Then he added as be- ng chin, upon which a few ere sprouting under great It's the best lark I've ever is! ha! Only to think roguish trick should have riumphant success! Our

ance! (meaning Ned) has is time! And where his nds on account' to the id Mr Langley laughed so

lost his balance and rolled ly down the slanting slates t have rolled into the road yved himself in time by leaden pipe that projected at friendly manner to his

P. i; said Noah, dismayed and a moment at his narrow I'd better go in. Such mo-

n's life come but rarely lions too genuinely jolly; in the exultations of the mpted to do something stu- all the best place for me is

ha, ha! He'll have now at the exhibition, except Girl's Head. Which wou't

Y. this consoling reflection, led up the tiles, redescend- undressed himself, and got the calm and self-satisfied who has deserved well of

The Markham Economist in reverting to the high charges for freight on the Nipissing, cites the case of a man named Battersby, in which it is stated that he (Battersby) "hired a G. T. car from Stratford to the Scarboro' Junction, 98 miles, for which he paid \$23. He then transferred his moveables from the Grand Trunk car to the Nipissing cars, and they were carried to Uxbridge, thirty one miles for which he was charged 36. In other words the Grand Trunk carried his goods for 23½ cents per mile; the Nipissing charged for the same goods \$1.13 per mile—about five hundred per cent. more than the Grand Trunk."

We do not purpose taking up the cudgels for the company in the matter of high rates, but in this Battersby affair, it is only fair that "the other side of the story" should be heard, before the public are asked to believe whether a "swindle" has been perpetrated or not. As we understand the matter, Mr. Battersby paid \$25 for shipping his freight on the Grand Trunk from Stratford, to Scarboro Junction. At that point, the Nipissing has no freight agent and Mr B.'s goods were received on the narrow gauge cars on per the advice note of the G. T. R.; this represented the weight of the goods at 20,000 lbs., and on arriving at Uxbridge the agent made the charge according to tariff—\$33. Mr. Battersby disputed the correctness of the weight, and the agent had the goods weighed, where it was seen that there were only 7,740 lbs., the freight charges on which, amounted to \$13.94, which sum Mr. Battersby was charged. We cannot see how the officials of the road are to blame; the company received the goods on the owners own representations of weight and if he was charged too much, it seems as if the blame were on his own shoulders.

So much for the "outrageous charges" in this case, asserted by the "Markham" paper. And we have good reason to believe that other charges of a similar nature complained of in the same journal, would prove to be unfounded if fully investigated.

T. & N. R. R.—Annual Meeting.

The second annual meeting of the shareholders of the T. & N. R. R., was held in the company's office, at Toronto, on Tuesday last, at which there was a very fair attendance.

The Directors' report was presented and adopted. The total expenditure up to 31st Aug., 1871, was \$952,298.33

Queen Victoria has entirely recovered from her attack of indisposition.

Mr. G. McMicken, Intercolonial Commissioner, leaves for Manitoba to-day.

ABORTION.—A female abortionist, Mrs. Burns by name, was committed in New York last Saturday, to await the action of the Grand Jury. May she receive her deserts.

No, "PROTECTION."—The ratepayers of Barrie have voted down the By-law to raise money to purchase a steam fire engine. They don't want protection from fire.

SUFFOCATED.—A man named Mr. Armstrong, living in Forest, was suffocated by gas, while in the act of boring for water in a well about 25 feet deep. He leaves a wife and two children.

A CONFLICT took place on Monday last in New York, between three Italians and three Irishmen, the former using knives and the latter pistols. The pistols were fired off, but to no effect the knives were used and made ugly gashes.

A HORRIBLE murder took place in Lexington, Ky., last Monday, by which Jake and Betay Harper, brother and sister, had their throats cut. The murder is supposed to have been committed by negroes for the purpose of plunder.

SUPERINTENDENT WOODHUFF of the Welland Canal is receiving a "hefty dose" from one of the *Telegraph's* Bohemians, who is at present examining the locks and interviewing the manufacturers along that line in reference to the scarcity of water.

THE GRAND TRUNK passenger station at Point Edward took fire on Saturday night last, and was totally consumed. The custom's officer saved his effects, as did also the telegraph operator, but Mr. McAvoy, who kept the refreshment room, barely escaped with his family, saving nothing. Loss about \$20,000.

BEAVERTON.—The "Expositor" requests us to note the fact that Mr. C. L. Baker, of Lindsay, proposes erecting a brick stack in Beaverton, in a short time. Our attention is directed, owing to a communication appearing in these columns recently, in which Beaverton was not spoken of as the most progressive place in the world.

THE STORMONT ELECTION CASE.—The Stormont election case was brought to a close on Tuesday. On a scrutiny, the votes having been equalized, both parties agreed to consider the election

Whitby last Friday night closed last week.

A Conservative meeting was held at Beaverton last Saturday evening.

Whitby again vanquished Beaverton at quoits last week.

The first steam engine in Prince Albert has recently been put up by Mr. Joshua Wright.

Thorah fall show is to be held on the 10th Oct., instead of 12th, as formerly announced.

The Mars new town hall is rapidly approaching completion. The next council meeting is to be held in it.

Oshawa, Fin. Brigade separated a drunken crowd recently by squinting water on the fellows.

CASH FOR WHEAT AND BARLEY.—Mr Geo. Wheeler advertises that he will pay the highest cash price for wheat and barley delivered at his mill or at the railway station.

"JOURNALS" WANTED.—Copies of the *Journal of September 8th, 1869, June 6th, July 20th, and 21st, 1870, and January 25th, 1871, are wanted at this office. Parties having them, or any of them will be paid twenty five cents a piece by leaving them at the office of publication.*

AUCTIONEER.—We can confidently recommend our friend, Mr. David Card, to those who are about selling off their property by auction. Mr. Card has had considerable experience in the business, and if good prices can be secured, he is the man to get them.

FURNITURE AND HARDWARE.—We direct the attention of our readers to the announcement of Mr. McKenzie's furniture and hardware establishment, which will be found in other columns. With a large stock to choose from, goods of the best quality and make, and prices moderate, the purchaser cannot but be satisfied with his purchases at McKenzie's.

THE RAILWAY NORTH.—Already about seven or eight miles of the road to Cannington, has been laid with rails and part of the distance ballasted. The rails are being laid as fast as possible, and there is every possibility of the road being ready as far as Cannington before winter sets in. There may be a delay caused by the contractors for the grading, part of which work is yet incomplete.

THE N. O. FALL SHOW.—The fall

ADVERTISEMENT.

Decorating—C. Marsh. Plaster.

Ux 50 14 Sept 1871

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ADVERTISEMENT

Decorating—C. Marsh.

P. Key.

—D. McKenzie.

nted—J. Sharrard, J. Ewen Reid, School Trustees, S. S.

Insurance Co.—George A. b

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heat—G. Wheeler.

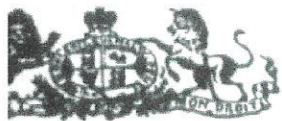
erley—G. Wheeler.

JOURNAL Printing Estab.

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f H. A. Crosby's new brick

ORGE ABRAHAM, OF SCOTT
rized to act as Agent for the
trial.



JOURNAL

EDGE, SEPT. 14th 1871

is Celebration To-day.

bration of the formal opening onto and Nipissing Railway, ce in this village to-day, pro es grand affair. About five ertisans have been exten- leading men in Canada, and to ay magnates of the United

believe that other charges of a similar nature complained of in the same journal, would prove to be unfounded if fully investigated.

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The second annual meeting of the shareholders of the T. & N. R. R., was held in the company's office, at Toronto, on Tuesday last, at which there was a very fair attendance.

The Directors' report was presented and adopted. The total expenditure up to 31st Aug., 1871, was \$952,298.33. The actual receipts from stockholders' dividends and bonuses have been \$696,057.54. The outstanding liabilities are \$256,240.88, to meet which the Company has in stock, bond and bonuses \$127,600.31. The receipts from the traffic on the road up to Aug. 31st, amounted to \$7,965.68.

A resolution was passed, empowering the Directors to place in the hands of the Trustees bonds of the Company to the amount of \$12,500 for the benefit of the family of Mr. George Laidlaw.

The Directors for the ensuing year are Messrs. John Shedden, Wm. Gooderham, Jr., T. C. Chisholm, George Gooderham, J. E. Ellis, Hugh Macdonald, Joseph Gould, H. P. Dwight and Wm. Copeland. Mr. John Shedden was re-elected President, and Mr. Wm. Gooderham, Jr., Vice-President. In the hands of these gentlemen, the interests of the Company are safe.

A full report of the meeting will appear in next week's issue.

Harper's for September.

The September number of Harper's Magazine is crowded with interesting matter, containing besides the five editorial departments, nineteen articles richly and profusely illustrated. The publishers are evidently sparing no expense necessary to bring the illustrations of their magazine up to the highest point of excellence. The article on "Montauk Point, Long Island," by Charles Parsons, the artist, contains twenty two illustrations, drawn by the author, that are superior, both as artistic compositions and as engravings, to any hitherto published in any magazine. The article itself indicates throughout the same freshness and clearness of vision and the same poetic instinct which are evident in its illustrations.

From Montauk Point to Siberia is but

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THE STORMONT ELECTION CASE.—The Stormont election case was brought to a close on Tuesday. On a scrutiny, the votes having been equalized, both parties agreed to consider the election a tie. Each party is to pay his own costs and charges; the charge of corruption is abandoned, and the House is to issue a new writ.

FAST TIME.—Dexter, the King of Turf, has been dethroned, his fast at time 2:17½, having been beaten.—The feat was performed by the well known trotting mare, Goldsmith Maid, at Milwaukee, on the 6th inst., in the second heat of a match race. The Maid won the race in 2:20½, 2:17; 2:20½—the fastest three consecutive heats and the fastest time on record. The course on which the trot came off is a few feet over a mile. Bonner, of the N. Y. Ledger, will have to trot out his Dexter again; or as he has said he would, purchase a faster horse if it cost him \$100,000.

THE SARATOGA RACES.—These races over which so much excitement and speculation and excitement has been expended come off last Monday, and resulted in the defeat of the Taylor-Winship crew—the Ward carrying off the first prize of \$2,000, time 24:24. A dispute arose between the Taylor and Biglin crews for the third place in the race which was settled, however, by the referee, Mr. John Morrigan, ex-Congressman, paying the amount of the third prize—\$750—to each crew. The second prize was \$1,250. For the four mile scull race six boats started. Sadlier came in at the finish six lengths ahead, thereby winning the race.

A FRIGHTFUL ACCIDENT.—Our city contemporaries give an account of a frightful accident which took place in Damer, King & Co's. wholesale boot and shoe establishment last Saturday afternoon. It appears that one of their employees, a young girl by the name of Mary Tracey, was in the act of sweeping the floor, her hair, which was long and loose, by some means got caught in a rapidly revolving shaft and that be-

THE RAILWAY NORTH.—Already about seven or eight miles of the road to Cannington, has been laid with rails and part of the distance ballasted. The rails are being laid as fast as possible, and there is every possibility of the road being ready as far as Cannington before winter sets in. There may be a delay caused by the contractors for the grading, part of which work is yet incomplete.

THE N. O. FALL SHOW.—The fall show of the agricultural society of North Ontario, will be held in this village, on Tuesday and Wednesday, 3d and 4th October next. On the evening of Wednesday an entertainment will be given, under the auspices of the society, at which prizes will be awarded to Glee clubs for excellence in singing.

LOST.—On the upper side of the Creek near Church Street, a grayish plaid shawl the owner will be much obliged if the finder of it would leave it at the "Journal" Office. Also, near Stratonville, a small bundle containing a child's dress and some other articles of clothing if whoever has found it will leave the same at the "Journal" Office, or Hotel at Stratonville.

SAINTFIELD FAIR.—The Saintfield fair for September was held on Monday last. The show of cattle was very good, some fifty head being on the ground. The attendance was, also, very fair. Some thirty head of cattle changed hands, from 3c to 1c per pound live weight. If Saintfield can sustain a monthly fair why cannot Uxbridge, having every advantage over any other town or village in the county.

DICKSON & SCOTT'S grand Kaleidoscopic Panorama was exhibited here on Monday evening last. Wherever this excellent exhibition has been it has received the unqualified praise of all who have seen it. The Press of Toronto, Buffalo, and other cities speak in the most flattering terms of its beautiful painting as master-pieces of art, and its highly moral and instructive nature. An opportunity of witnessing an exhibition of this character very rarely occurs in Uxbridge. We trust the people of this place will show their appreciation of so worthy an exhibition by filling Ontario Hall this evening.

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	1	2	2	1	1
Sleepy Bill	2	1	1	2	2
Robin Redbreast	3	3	3	dis.	
Duke					

The placing was, Canadian Girl, first; Sleepy Bill, second; Robin Redbreast, third; Duke, fourth. There were several false starts, but at last away they went. The Canadian Girl, in excellent style, took the lead, keeping it throughout. The Girl had second place for the first half-mile, when Sleepy Bill hauled into the second place and kept it. The Duke broke and ran nearly two-thirds of the mile, and got the place he fully deserved—the distance post.

SECOND HEAT.—Robin led, with the Girl second. Bill and the Girl behaving badly and repeatedly breaking. At the half-mile the Girl got to work and closed up, and at the three-quarter post took the lead. Here Sleepy Bill made a desperate break and went to the front, which he held, winning in 2:52.

THIRD HEAT.—Robin led in a good start. At the quarter the Girl and Sleepy Bill pulled to the front, and at the half-mile it was a close pull between them. At the three-quarters, Bill went to the front, and kept the place, winning the heat in 2:52.

FOURTH HEAT.—After seven false starts, in which each driver tried to get the leading twist, they got away, Bill leading. At the quarter he broke, and the Girl led. The Girl, after opening a good gap, broke at the third quarter, but finally got to work and came in first. A very strong burst of indignation was justly evinced at the way in which this heat was won, many claiming a foul. Time, 2:49½.

FIFTH AND LAST HEAT.—From the appearance of foul driving in the fourth heat, the driver was taken off, and Mr. James Johnson, of Toronto, took Sleepy Bill in hand. It was asserted, and with seeming truth, that local influence was at work to keep Bill from getting the race. A square start was made, Bill taking the lead. At the first quarter he broke, and the Girl went to the front at the half-mile. A large gap was opened, and at the three-quarter post Bill again closed up, and on the home stretch tried hard for the front, but the Girl was at her best pull, and came in about a length and a half ahead in 2:51.

THE MYSTERY OF EDWIN DROOD

LETTER FROM CHARLES DICKENS'S SON-IN-LAW,
IN WHICH THE MYSTERY IS SOLVED.

Some time ago, when Mr. Augustin Daly conceived the idea of dramatizing "The Mystery of Edwin Drood," he wrote for information to Mr. Charles Collins, Mr. Dickens's son-in-law, who made the design for the illustrated title page. Mr. Daly received the subjoined reply:

DEAR SIR.—The late Mr. Dickens communicated to me some general outlines for his scheme of "Edwin Drood," but it was at a very early stage in the development of the idea, and what he said bore mainly upon the earlier portions of the tale.

Edwin Drood was never to reappear, he having been murdered by Jasper. The girl Rosa, not having been really attached to Edwin, was not to lament his loss very long, and was, I believe, to admit the sailor, Mr. Tarter, to supply his place. It was intended that Jasper himself should urge on the search after Edwin Drood and the pursuit of his murderer, thus endeavouring to divert suspicion from himself, the real murderer. This is indicated in the design on the right side of the cover of the figures hurrying up the spiral staircase, emblematical of a pursuit. They are led on by Jasper, who points unconsciously to his own figure in the drawing at the head of the title. The female figure at the left of the cover reading the placard "Lost," is only intended to illustrate the doubt entertained by Rosa Budd as to the fate of her lover, Drood. The group beneath it indicates the acceptance of another suitor.

As to anything further it must be purely conjectural. It seems likely that Rosa would marry Mr. Tarter, and possible that the same destiny might await Mr. Crisparkle and Helena Landless. Young Landless himself was to die perhaps, and Jasper certainly would, though whether by falling into the hands of justice or by suicide, or through taking an overdose of opium, which seems most likely, it is impossible to say.

I regret not to be able to afford you more information, and also that your letter should have remained so long unanswered.

Very faithfully yours,
CHARLES ALLSTON COLLINS

they were open as respects to our larger lines. He thought the Local Legislature had done quite rightly in granting charters to these narrow-gauge roads, and it pleased him very much to consider that the people had themselves manifested great interest in them, and had come forward, put their hands into their pockets, and contributed liberally to the funds required for constructing them—not in purchasing stock, but in giving bounties. He did not know that the Local Legislature could do better than to use up some of their surplus money in granting assistance to these roads. He thought that in this respect they had been much out of the way. He remembered Lower Canadian gentlemen who opposed the Parliament railway extension on the ground that they would frighten cows out of their milk, and hens from laying. The Dominion Government were not idle spectators of the construction of railways; it sympathized with them. The Dominion Government had now no more to do with the roads, but the Pacific Railway Bill of 1871 was a different matter. A voice from the crowd (Great laughter) was heard.

He would say that that railway was a large railway, but we were a large people. (Hear, hear.) He might remark that twenty years ago there were not 60 miles of railway in Canada; now there are 3,000, and about half as many under construction. He stated that when the census returns were made, though our numbers would be found to have increased, our wealth would be found to have increased more rapidly. (Hear.)

The CHAIRMAN next proposed the Government and Legislature of Ontario, coupling with it the name of Hon. John Sandfield Macdonald, who took a great interest in the welfare of this country and this new railway. Had it not been for the Hon. J. B. Macdonald's charter for these railways would never have been obtained, for it was his single vote that obtained it.

Hon. M. C. CAMERON rose to reply. He observed that drinking healths on occasions of this kind did not necessarily mean that an audience fully confirmed the policy of the Government. He did not believe, however, that there was any man of any shade of politics who was not represented at this gathering. He said that the greatest ambition of the Government of Ontario had been to serve the interests of the country, and their whole conduct in the past had been such as to show that they were wholly in favour of such enterprises as this. He believed that while that Government had been in existence, the prosperity of the country had very much increased. He was not going to claim for that Government the whole credit for that prosperity, but he thought that he could claim that something was due to them for the progress the country had made during the past year. He thought that there was no interest which had been neglected. They had looked after the interests of the unfortunate; they had consulted the educational interests of the country, and they had taken care, in various ways, of such other interests of the country as had been presented for their consideration. He was happy to say that the Government of Ontario stood to-day in that proud position, that no one could say of them that their measures had not been calculated to conduce to the best interests of the country.

Mr. PAXTON also replied to the toast of the Ontario Government. He said they had a great many little railways to look after, and he thought the Toronto and Nipissing Railway was deserving of every attention.

Mr. COYNE hoped that the hands of those who were pushing forward the narrow gauge railways would be held up while they were being pushed through the wilderness.

Mr. GEORGE LAIDLAW responded to the toast of the Toronto and Nipissing Railway, alluding to the difficulties undergone and the certain success awaiting their efforts.

The PRESIDENT said he was certain that the speed with which the party had been brought to this place was a good guarantee of its success.

Mr. WM. GOODERHAM also responded. He said that thus far the Toronto and Nipissing railway had been a great success. They had overcome no small difficulties, and they had received liberal assistance. The aim of the Directors would henceforth, now that they had the road fully in operation, be to make it yield the stockholders a good return for their money and to make it a benefit to the people in the section of the country through which it passed. (Applause.)

Mr. T. C. CHISHOLM said that he did not

way Company. He remembered the man and those who had been associated with him in the success of the great enterprise they had worked so energetically to inaugurate.

Mr. SIMON BELLINGHAM, M. P., of Argenteuil (P. Q.), spoke in favour of the narrow-gauge, and advised them not to try wooden railways, as they had proved a failure in the Province of Quebec.

Mr. SWEETMAN, Post Office Inspector, Toronto, adverted to the aptitude with which the people of Canada constructed railways; and said that in this case they had well copied their American neighbours, with whom we all wished to live in peace. He would propose the toast of our American cousins. (Applause.)

Col. SAWYER, J. S. Consul, Toronto, responded, in eloquent and appropriate terms. He commented the enterprise of the people of Canada, in the matter of railways. He alluded to the change, which had taken place during the last forty years in modes of travelling, and said he rejoiced that Canadian railways were multiplying, for they brought lumber from the far north, which was sent over the line, and thence sent further on to build homes for the immigrant. (Applause.) He looked upon a celebration like this as a triumph of civilization. And he hoped that the United States and Canada would, now that every sound of discord had passed away, go on conquering, and to conquer in the highways of peace. (Loud applause.)

Mr. WILLIAM GOODERHAM proposed the incorporation of the city of Toronto, referring to the liberality of the city in the matter of the bounties.

Ald. HARMAN, in responding, said that notwithstanding the great prosperity which the City of Toronto had enjoyed during the past few years he anticipated that these railway enterprises which she had so liberally aided would render her progress in the future even more gratifying than it had been in the past. (Applause.)

Ald. DICKEY remarked that the Toronto and Nipissing Railway project had met with some opposition at first, but he was happy to say that the veriest grumbler then was now fully satisfied. (Applause.)

Mr. JOSEPH GOULD said that there were gentlemen around him who remembered the time when it took them six days to go through the woods to Toronto and return; and then it took half the cost of their load into the city to pay the expenses of their journey. In those times they would almost have fallen down and worshipped the man who would have announced to them, as Mr. George Laidlaw had done, that they were shortly to be enabled to reach the city within a few hours of starting from their homes. He had great pleasure in proposing the health of Mr. George Laidlaw.

Mr. LAIDLAW, in responding, said that he believed that the Toronto and Nipissing Railway had been so located as to secure for the least expense the the greatest accommodation for the greatest number of persons. He thought that the success of the narrow-gauge roads was chiefly attributable to the liberality of those gentlemen who had come forward at the first, and contributed their means to aid in their construction.

Mr. H. P. CROSBIE, M. P. for East York, proposed "The Toronto, Grey, and Bruce Railway."

Hon. JOHN McMURDO, in responding, said that he believed that in these railways they had hit upon the right gauge, and he regretted that the Intercolonial Railway had not been constructed on the same gauge.

Mr. J. G. WOES proposed "The Municipalities along the line of the Toronto and Nipissing Railway."

Hon. DAVID REEBO, of Markham, responded.

"The Press" was then proposed and responded to.

Hon. Chief Justice HAGARTY then proposed the health of the Chairman, which was responded to, and the proceedings terminated.

The visitors immediately afterwards got aboard the cars and started for home. The train reached the Berkeley street station about twenty minutes to nine o'clock.

Col. Vrooman, of Brock, died at his residence on the 11th inst., at the age of 76. He was one of the first settlers of the township of Brock, where he lived for nearly fifty years. He did good service for his country in 1812, and again in '37.

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TL
MANAGER HOLMAN announcing the Royal Lyceum season of '71 and '72 to take place next, with a new and of class artistes, and he performance of right will commence with the of "Guy Rannering" in the Sallie and Julia Holman be followed by the "Spiral" Opera on Friday nights.

JAIL COURT.

Macnabb, P. M., presiding.
THURSDAY, Sept. 14.
 a light calendar this morning of the court was disposed of ten o'clock.
INK—DISORDERLY
 les, Mary Ward and John S. e discharged.
 gibbons, charged by P.C. having been drunk on the ht, was also discharged.
 owns and William Whiteoak each or ten days.
 Bride, an old offender, ar-ht by P.C. Stephenson, was sixty days in jail with hard

INSANITY.
 Favre a Frenchman charged an unsound state of mind until Thursday next to re-treatment.

DUCTING SIDEWALK.
 ings charged with obstruc-alk by leaving a number of was fined \$1.
 les discharged.

ALMS.
 hams a vagrant was charged stable McInnes with solici- the passengers at the Great way station. He was fined

THREATENING.
 y charged with threatening was bound over to keep the en adjourned.

BURG CATHEDRAL.
 he London *Builder* gives the information that we have seen e amount of injury inflicted this beautiful structure. He

ral is thought by the Stras- adly damaged; the fact that are taken possession of it is them as only a trifle less If it had been actually razed ; but I must confess that to looks, externally, much as as ago. When the effect of pointed out, one could of that here a statue had lost ; there a long piece of para- away; and farther on the window was splintered; yet ; misfortunes were not very e eyes of strangers. But on he beautiful edifice we were d to see the fearful gaps— by ds—and numerous ver ground coloured glass ws. The one most seriously e clerestory of the nave ing the organ. The large head of this is entirely d great damage is done to of this and the neighbouring horrible 'obus' came crash- e glass flew across the nave al, and, smashing in the ooded in the organ itself;

TORONTO & NIPISSING RAILWAY.

Grand Opening of the Road.

EXCURSION TO UXBRIDGE.

A BRILLIANT ENTERTAINMENT.

The Toronto and Nipissing Railway was formally opened yesterday to the public, to Uxbridge, where a brilliant entertainment was given by the President and Directors of the road. This memorable occasion had been eagerly looked forward to by the promoters of the narrow-gauge railways as the means of inaugurating a new era in the history of railways in Canada, and, thanks to the energy displayed by all parties interested, the success of the undertaking has exceeded their most sanguine expectations. The undertaking, as all are aware, had to encounter a good deal of opposition from rival enterprises and from the misgivings of over-timid individuals—a class of people found in every community, who are almost ashamed of their own shadows. All kinds of evil predictions were indulged in by the enemies of the new system, and it was called all kinds of bad names; but fortune finally favoured it, and the trip to Uxbridge yesterday and the character of the entertainment there have dispelled the fears of the incredulous and convinced the promoters of the road of the value of the venture. As might naturally be supposed, a large crowd of persons eagerly sought the privilege of joining the excursion party, and the directors had much difficulty in confining the number of guests to reasonable limits. Invitations, carefully but generously planned, were distributed far and wide—extending from one end of the Dominion to another. The opponents of the road as well as its warmest friends were cordially invited to attend for the purpose of inspecting the character of the work which had been brought to such a successful and satisfactory issue.

Among the gentlemen who had accepted invitations from Toronto and neighbourhood, and with few exceptions were present, were the following:—Messrs Gooderham & Worts, Chief Justice Hagarty, J J Vickers, J H Morris, W Copeland, C Buchanan, W Farrell, F W Coate, M Bradshaw, Ald Medcalf, Ald Vickers, W Beatty, J Gillespie, W McLean, F A Rolph, Thomas Hamilton (Northern Railway), C Belford, T Maclear, T Gray, T Griffith, J D Merrick, Lieut Col Boxall, M Anderson, Capt Jackman, W S Lee, F C Capreol, B Baldan, Hugh Miller, A McFarra, Ald Hamilton, Hon W Macdougall, Judge Duggan, W B Phipps, John Stinson, W M Clark, W Thomson, J Leye, A B Lee, A R McMaster, G D Boulton, John Macnab, Wm Cawthra, Hon M C Cameron, H J Macdonnell, J E Smith, W R Griffith, Attorney General Macdonald, W Myles, W Crowther, A Gregory, Geo Laidlaw, W F Munro, D R Briggs, J Ritchie, S Mutton, T C Clarkson, C J Moberly, E Rutherford, Angus Morrison, M P, W Wharrie, Hon J McMurich, N Atkins, William Galbraith, F W Cook, W B McMurich, R N Gooch, J Park, J I Beardmore, J McBean, W Davidson, W Macdonald, A T Fulton, W Thompson, F Heward, R Walker, Isaac Gilmour, F P G Taylor, J McCallie, M E, J Harvie, W Buchanan, A Fisher, H Pel-latt, D Coffe, S Ratcliffe, M Sweetnam, A Cameron, J Robinson, D Mackay, A F Todd, J Hallam, J Burns, John Morrison, G M Hawke, A Milligan, Col Shaw, W S

The President next proposed in complimentary terms the health of the Governor General of Canada—a gentleman who had won golden opinions during his residence in the Dominion. (Cheers.)
 Band—The Irish gentleman.
 The President proposed as the next toast the Lieutenant Governor of Ontario, a gentleman who was highly respected by all classes of the community. (Cheers.)
 The President next proposed the health of the Dominion Government, and regretting the absence of Sir John Macdonald, but he was glad to say the Dominion Government was well represented by the Hon. Mr. Aikens, Secretary of State. (Cheers.)
 Hon. Mr. AIKENS, in rising to respond, said that he felt sorry that the duty had not been placed in better hands. It would have afforded his colleagues the greatest pleasure to be present, but all would understand the difficulty public men experienced in getting away from their public duties. He was delighted to be present upon this the formal opening of this road, because he had long felt the desirability of opening up the country by this class of railways; and he had no hesitation in saying that the Ontario Government had done well in granting charters to these companies. (Cheers.) He maintained that the Government should use up some of its surplus funds in giving aid to these enterprises. (Cheers.) This was a railway age, and he was glad to know that the municipalities had contributed in building these roads—by the granting of bonuses. (Cheers.) He was delighted to see on passing through the country that the crops were good, and the Government as well as the farmer was interested in the success of their crops. Some might have supposed that the Dominion Government might have assisted these enterprises, but it should be remembered that the Dominion Government had a small railway of its own on hand—he meant the Pacific Railway of Canada. (Cheers.) He believed that we had the best portion of America; we had the best agricultural section of America; and the best way to open the north-west country was to construct a railway. A short time ago we spoke of the north-west as far away—now we could get to it (cheers); and he had the brightest hopes for the future of this great country, and the Dominion Government would use its best efforts to promote the interests of Canada. (Cheers.)
 The President next proposed in complimentary terms the health of the Ontario Government. He spoke of the efforts of the Hon. J. S. Macdonald. Had it not been for the casting vote of the Attorney General the Company would have been unable to get a charter, and when he looked at the success which had attended the road he felt bound to say that the people of Ontario should thank Mr. Macdonald for his services in the interests of the Toronto and Nipissing Railway, because if it had not been for his efforts in the first place no charter would have been secured. (Cheers.)
 Hon. M. C. CAMERON upon rising to reply was loudly cheered. He thanked the meeting for the hearty manner in which the toast had been honoured, but at the same time he felt bound to say that the simple drinking of a toast did not bind those who drank it to approve of the acts of the Government. He felt satisfied, however, that there was not one gentleman present who did not cordially thank the Ontario Government for the support given to this enterprise. (Cheers.) If there was any one thing that should encourage a public man, it was the approbation of his fellow citizens. (Cheers.) The Government of which he was a member had done its best to do its duty to the people of Ontario; it had fostered the educational institutions and the public works of the country, and he felt convinced that there was not a man in the country who did not conscientiously feel that the only desire of the Government was to promote the interests of the province. By the action of the Government the value of the property of the county of Ontario had been increased—the log that was not worth a sixpence had been increased in value to the extent of six dollars. (Cheers.) By the

present railway, and he was gratified at it because he once represented this section of country in Parliament. He had defeated his friend the Hon. M. C. Cameron, and that gentleman had returned the compliment and had defeated him. (Hear, hear.) But upon this occasion they met not as political opponents, but as co-workers in the enterprise in which the directors were engaged. He then proceeded to say that he felt much pleasure in observing that the Government of Ontario realized its duty to the people, and had exerted itself to promote public enterprises, and he congratulated the country upon having a Government that was equal to the occasion. He hoped that government would receive the hearty support of the country. He deprecated the attempt that had been made to excite political jealousies in the Province of Ontario instead of making an effort to invite all parties to promote the municipal interests of the Province. (Cheers.) When in the Dominion Government he had taken the responsibility of nominating the Honourable John Sanfield Macdonald—as the best man that could be found to form and establish a new Government in Ontario, and after watching the work performed by that gentleman, and after examining the statute book, he felt bound to say that he could not lay his finger upon a single act of the Government of Ontario of which he could not approve, (cheers), and he was especially gratified with the support the Government had given the narrow-gauge railways. (cheers.) He briefly referred to the success which had attended the banking interests of this Dominion, and then submitted the toast. (Cheers.)

Mr. WM. GOODERHAM, sen. rose to respond amid loud applause. He thanked the meeting for the honour which he felt had been done him on that occasion, by the association of his name with the banking interests of the Dominion.

Mr. WM. ELLIOTT replied in appropriate terms as the President of the Board of Trade, and referred to the commercial prosperity of the country.

Mr. A. R. McMASTER also briefly returned thanks on behalf of the commercial interests of Canada.

Mr. J. D. MERRICK, as one of the original directors of the Toronto & Nipissing railway, expressed his pleasure at the success which had already attended it, and he spoke in gratifying terms of assistance given the enterprise by the Grand Trunk Railway Company. Whatever might be said about the management of the road all would have to acknowledge that the Grand Trunk had done a great work in this country. (Cheers.) He had much pleasure in proposing as the next toast "Success to the railway undertakings of Canada," coupling with it the Grand Trunk Railway Company. (Cheers.)

Mr. WALSH, of Montreal, being called upon to reply, said that it was certainly a broad question, and Canada owed much to the railways that had been constructed in various sections. He felt somewhat disappointed when the Hon. the Secretary of State had forgotten the Intercolonial Railway when he said the Government was engaged in the construction of the Pacific road. He (Mr. Walsh) felt as if the Intercolonial was only a secondary line; but he was glad to be able to say that when that road was finished it would be found to be the cheapest and best in the Dominion—the cheapest he meant in comparison with the length of the line and the nature of the country through which it had to be constructed. However, the contractors of the Toronto and Nipissing road had been he could not say that the contractors of the Intercolonial road had made very much out of the transaction. At first it was proposed to build the bridges of wood and to lay down iron rails, but it was subsequently deemed more prudent to build the bridges of iron and to lay down steel rails, and although this entailed an increase in the cost of half a million of dollars it would in the end be found to be the cheapest. (Cheers.) He looked forward to a bright future for Canada, and he hoped that all her sons would take a deep interest

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arriving at Woosung were re- have met with it from fifty to along the coast, and as far as a and fifty miles at sea, where it rigging, sails and deck so as to gathered. The residents who sed this before called it a "dust id supposed it to be light sand d the plains in the interior. Mr. howe- on examining the par- col- ng the *Chinese Repository*. tha. was not mineral dust at d remains of minute *infusoria* va—the former being animal- rious forms, and the latter aqua- or hair-weed, growing in fresh ese are in all probability gene- e flood waters of the Yang-tze zung left on the land after sub- hen, if the winter and spring be e electric state of the atmosphere le, they rise into the air, and are y towards the sea, where they eared density from humidity. was possible to calculate, the his *organic* cloud was not less miles, its depth one thousand ts average rate of progress ten ur.

ARMIES OF EUROPE.

f tables showing the strength of armies of Europe has just ed in Vienna, from which it the total of the forces avail- purposes in Great Britain and tinent of Europe amounts to 512,394 horses, 10,224 guns, 30 mitrailleuses. The forces of nations making this total are —Russia has forty-seven divi- aty, ten divisions of cavalry, es of rifles and reserves, one l forty-nine regiments of Cos- undred and nineteen batteries fifty batteries of mitrailleuses, ogether 892,000 men, 181,000 084 as. This enumeration tro the Caucasus, Siberia n. Germany has eighteen idiers, including thirty-seven antry, ten divisions of cavalry undred and thirty-seven bat- illery, making 824,990 men, and 2,022 guns. Austria has ps of soldiers, including forty fantry, five divisions of cavalry dred and five batteries of guns uses; giving 733,926 men, 58,125 guns and 90 mitrailleuses n, it is estimated, has for its ces 470,779 men and 336 guns. en corps, composed of thirty- of infantry and twelve divi- ily, and one hundred and forty illery, giving in all 456,470 horses, and 984 guns, includ- es. Italy has four corps, rigrades of infantry, six bri- ally, and ninety batteries of ing in all 415,200 men, 12,868 0 guns. Turkey has six corps egulars, twelve corps of redif- nd one hundred and thirty-two rtillery, giving in all 253,289 orses, and 782 guns. t has 160,000 men, 2,700 273 guns. Belgium, 145,000 orses, and 152 guns. Spain, 30,252 horses, and 456 guns. 0 men, 1,000 horses, and 48 d, 122,388 men, composed of rs and 87,000 militia, also and 106 guns. Servia, 107, 0 horses, and 194 guns. Rou- n men, 15675 horses, and 96 n and Norway, 61,604 men, and 223 guns. And Den- mes, 8,150 horses, and 96

that hour the prom- eager to the Nipissing. The station was handsome- ly decorated with flags, banners and ap- propriate mottoes, all reminding one of the triumph of the new system of railway. The stirring music of the fine band of the Tenth Royals added to the cheerful prospect of the trip, and the excursion train of ten cars drawn by two locomotives was gaily de- corated with streamers and evergreens. The engines selected for duty on this occa- sion were the Rice Lewis & Son and the Joseph Gould. Mr. Joseph Haggis, Super- intendent of machinery, had charge of the train, with Mr. Wm. Moore and Mr. Geo. Blackbird as engineers, while Mr. T. A. Thompson discharged the duties of con- ductor. Mr. Sims, the Superintendent of the road was also in attendance, and Mr. Wragge the engineer under whose direction the road was constructed.

The Directors in attendance were—Mr. John Shedd, president; Mr. Wm. Gooder- ham, jr., Mr. T. C. Chisholm, Ald. Adamson, Mr. W. Copeland, Mr. Geo. Gooderham, Mr. J. E. Ellis, Mr. J. Gould and Mr. H. Macdonald.

A start was made about ten o'clock amid the firing of railway torpedoes, and a pleasant run was made to Uxbridge which was reached about half-past twelve o'clock.

The various stations along the line were handsomely decorated, and triumphal arches were very conspicuous at all the stations. The town of Uxbridge presented a gay appearance; in fact, nearly every street was handsomely decorated in honour of the occasion, and beautiful triumphal arches abounded. This was an event that few inhabitants five years ago did not dream of as possible at this early day, and consequently the enthusiasm was unbound- ed. The country people crowded into town in hundreds for the purpose of joining in the general festivities, and a gay time they had.

Upon arriving at the station the excu- sion party were welcomed with loud cheer- ing, and the band of the Tenth Royals played "See the conquering hero comes." Mr. Joseph Gould was in attendance to welcome the party to Uxbridge, and after the congratulatory ceremonies had been gone through with, the visitors marched to the drill shed where a brilliant entertainment had been prepared for them by the well known caterer Mr. Webb of this city. The splendid appearance of the tables which were arranged to seat three hundred and fifty persons must have greatly surprised the good people of Ux- bridge and the surrounding country; but the directors were determined to have the entertainment prepared in the most superb style, and Mr. Webb certainly carried out their wishes in the most praiseworthy manner.

Mr. John SHEDDEN, president of the road occupied the chair, and discharged the onerous duties throughout in a manner that gained for him golden opinions. Seated on his right and left were—Hon H Atkins Secretary of State, Mr Wm Elliott, Mr Walsh, Commissioner of the Inter- colonial railway, Hon Mr McMurrich, Hon M C Cameron, Mr George Laidlaw, Hon W Macdougall, Wm Gooderham, senr, J G Worts, Wm Gooderham, junr, Ald Med- calf, and others. Mr T C Chisholm, Mr J E Ellis and Mr J Gould discharged the duties of vice chairmen.

Dinner being over, The PRESIDENT rose and stated, that he wished to inform the meeting that he had received letters from many of the principal business men of Canada, apologizing for being absent, but all wishing success to the Nipissing railway. (Cheers.) He then called for a bumper and proposed the health of the Queen. (Cheers.)

Mr. W. ARMSTRONG—Song—God save the Queen.

speculate upon the future success of the road; but he felt satisfied that it would prove to be a grand success. (Hear, hear.) His colleagues could tell more than he could; but he cordially thanked the com- pany for the hearty way in which his name had been coupled with the toast. (Cheers.)

Mr. WM. GOODERHAM, jr., was also called upon to respond on behalf of the directors. He was delighted to be present on that occasion because it showed that the road was a grand success. (Cheers.) That meeting reminded him of the first meeting he attended at Uxbridge, and he was pleased to observe the great work that had been done since that time. Something had been said lately about the freight tariff, but he maintained that it was not any larger than the tariff on the Midland, the Northern or other roads he could name; but he as a director and a shareholder would do all in his power to accommodate the public, and he would do his best to keep the rates as low as it was possible to make them. It would be for the interests of the company to do this, and he said he would use his best efforts to secure that end. (Cheers.)

Mr. J. C. CHISHOLM, also replied as a Director. He was pleased with the success which had already attended the road, but he regretted that the Company had not enough of money to finish the work. He hoped however, and believed that those who had not already come down with their bonuses would do so like men. He also looked to the Government for assistance to carry on the road as far as Cobocok. (Cheers.) He had full confidence that the Government would do so. (Cheers.)

Mr. GOULD replied in suitable terms. He hoped the Government would come to the assistance of the Company to carry out the great enterprise in which it was en- gaged. If this were done the Municipal- ities would do their duty and the Company would make money.

Mr. W. GOODERHAM, Jr., proposed as the next toast the "Bench and Bar," cou- pling with the toast the names of Chief Justice Hagarty and Judge Duggan. (Cheers.)

Chief Justice HAGARTY replied in a pleas- ing speech. He expressed the great pleasure he felt at being present upon that occasion, because he took a deep interest in the success of the Toronto and Nipissing Railway. He was delighted with the trip which they had enjoyed from Toronto—a line of coun- try which had only recently been passed over by the slow stage coach. He paid a just tribute to the efforts of Mr. George Laidlaw—a gentleman who ought to be a proud man, but he did not think he was— because he might be said to be the father of many men. (Cheers.) It was not very often that the Judges could meet with their fellow citizens but on the present occasion, there was no obstacle in the way of his being present. He observed upon that occasion the Hon. Mr. Cameron, a member of the Government, sitting com- placently beside his friend, the Hon. Mr. McMurrich, a member of the loyal Opposition. His lordship referred to the bright future before Canada, and trusted that the old Union Jack would wave over their Dominion for all time to come. (Cheers.)

His Honour Judge DUGGAN also briefly returned thanks for the honour done to the Bench and the Bar on that occasion.

Hon. Mr. MACDOUGALL rose and pro- posed as the next toast success to the bank- ing interests of Canada. In doing so he congratulated the people of this section of the country upon the success which had already attended the Toronto and Nipissing Railway. He was particularly gratified at this, because the people of Uxbridge had secured the advantages of the

Alderman DICKEY was next called up- on, and congratulated the Company upon the success which had attended the efforts of those who had been engaged in the advocacy of the Toronto and Nipissing road. The success was so com- plete that the veriest grumblers were com- pelled to acknowledge the merits of the railway. (Cheers.)

Mr. GOULD then proposed the health of Mr. George Laidlaw. (Loud cheering and "He's a Jolly Good Fellow.")

Mr. LAIDLAW upon rising to respond re- ceived an enthusiastic reception. He ex- pressed the sense of the pleasure he felt at being thus honoured upon that occasion. At first his faith in the success of the road was not as strong as it afterwards became when he appealed to gentlemen of financial means; and had it not been for the efforts of these parties the road would never have been built. When he proposed to ask the Hon. M. C. Cameron to take charge of the bill seeking a charter, to try and carry it through Parliament, some parties thought he (Mr. Laidlaw) was trying to ruin him, but he was proud to say that when he asked Mr. Cameron to take charge of the bill he frankly said he would; and he felt it to be his duty on this occasion to say in the presence of Mr. Cameron's old constituents that had it not been for his aid the work would never have been carried through Parliament, and he also felt it to be his duty to acknowledge the generous aid that had been extended to him by such men as Gooderham & Worts, Mr. McMaster, and other gentlemen who had so liberally assisted in furnishing the funds to pay preliminary expenses of the undertaking. He referred in pleasing terms to the satisfaction he felt at the great success which had attended the efforts of himself and those who had so generously assisted him. (Cheers.)

Mr. H. P. CROSBY, M.P.P., proposed as the next toast "Success to the Toronto, Grey & Bruce Railway." (Cheers.)

The Hon. Mr. McMURRICH, vice-pres- ident of the Toronto, Grey and Bruce Railway, replied in appropriate terms. He was pleased with the successful way in which the construction of the road with which he was connected was progressing. When it reached Owen Sound on the one hand and Kincardine on the other, this road would have grown to its full stature; and when that was accom- plished the Toronto, Grey and Bruce road would be one of the finest roads in the Dominion. (Cheers.)

Mr. WORTS proposed as the next toast "success to the Municipalities along the line of the Toronto and Nipissing road. He trusted that the back country would be opened out and that large numbers of new Uxbridge's would be built up in the back woods. He appealed to his young lady friends in the gallery to make an effort to induce their sweethearts to go further back and build up other towns. (Cheers.)

Hon. D. REESOR replied briefly. Chief Justice HAGARTY then proposed the health of the President, Mr. J. Shedd, and in doing so he said that gentleman was the best president he had ever the pleasure of sitting beside. (Cheers.)

Mr. SHEDDEN in reply said—I thank you gentlemen. (Cheers.)

The "Press" was then proposed and duly responded to.

The meeting then broke up and the ex- cursionists started on their return home at six o'clock, and after an exceedingly plea- sant run of two hours and a half arrived in the city in safety—a distance of forty miles.

INCIPIENT Consumption cured in many cases by Johnson's Anodyne Linctum used internally. d&w 7

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TORONTO AND NIPISSING RAILWAY OPENING.

The Toronto and Nipissing Railway was opened on Thursday last. The day was clear, cool and pleasantly bracing. About half past eleven o'clock the heavily laden train reached the Markham station, where several of the invited citizens joined the excursion. At all the stations beautiful arches were sprung across the track, and the reception rooms elegantly festooned. At Stouffville and Goodwood a number got on board, making a total number from Toronto, Scarborough Junction, Unionville, Markham, Stouffville and Goodwood, about two hundred and fifty invited guests. Uxbridge was reached about one o'clock p.m. The town was beautifully decorated and presented a very gay appearance, and the Uxionians gave the visitors a very hearty welcome.

At two o'clock an excellent luncheon was served in the drill shed—Mr. Webb, of Toronto, being the caterer—to which some three hundred gentlemen sat down. The fine band of the 10th Royals, under the leadership of Mr. Toulmin, was stationed in the gallery and diversified the proceedings by the performance of a number of their popular selections. The shed was decorated with flags, pictures, &c., and at the upper end was the motto—"Broad gauge principles, but narrow gauge railroads."

To the right of the chairman were Hon. Mr. Atkins, Hon. Donald Macdonald, Mr. R. W. Elliot and Hon. W. Cayley; and to the left Chief Justice Hagarty, Hon. John McMurich, Mr. George Laidlaw, Hon. M. C. Cameron, Mr. W. Gooderham, jr., Hon. W. Macdougall, Mr. W. Gooderham, sr., Mr. Cawthra and Mr. J. G. Worts.

The cloth having been removed, the chairman, Mr. John Shadden, stated that he had received letters from many of the most prominent citizens of Canada, all of whom expressed their wishes for the success of the Toronto and Nipissing Railway, and their regret at not being able to be present at the banquet. He then proposed "The Queen," which was duly honored by the company.

Song—"God save the Queen."

The next toast from the chair was "The Governor-General," which was received with all the honors; after which followed "The Lieutenant-Governor of Ontario."

The chairman then gave the toast of "The Dominion Government," and in doing so he said that he was sorry there was not a fuller representation of that cabinet, but he was glad to see that it was worthily represented in the person of the Hon. J. C. Atkins.

Mr. Atkins responded, saying that he knew how gratified every member of the Government would have been to be present on the occasion, but they could not neglect public affairs to attend the present meeting, however much they might feel interested in it. He thoroughly believed in the narrow gauge railways, and considered that the country needed them very much. He pointed out that this was the age of railways, and said that the Government had encouraged such enterprises as a means of opening up and settling the country. The Government themselves had now a railway scheme of their own in progress (he alluded to the Pacific railway), so that all parts of the country would be accessible to each other, and the people of the North-west brought in direct communication with us. Twenty years ago it might be said that there were not ten miles of railway in Canada, and now there were over three thousand miles. (Cheers.) Great as the progress of the country had been in times past, he believed that it would be still greater in future; and that it might be so, every encouragement should be given to emigration by the Dominion Government, in order that the waste places of the land might be placed under cultivation. He was much pleased with what he had seen in con-

dition, and he trusted that all the anticipations of the shareholders would be realized fully.

Mr. Joseph Gould, Uxbridge, in responding to the toast, also urged upon the Government the great desirability for assistance on their part and that of the municipalities to the narrow-gauge railroads, for the benefits which these roads conferred upon the country was unquestioned. The Government would fail in its duty if it did not do all in its power to forward enterprises such as these.

The toast of "The Bar and Bench of Ontario" was next proposed and responded to by Judge Hagarty, who made a brief but eloquent reply. After expressing his cordial approval of the narrow gauge lines of railway, and the pleasure he felt at being present at the ceremony of the formal opening of the Nipissing line to Uxbridge, he referred to the magnificence of the country which these railroads tended to open up and improve. In one of the novels of the great and good Walter Scott, whose centenary had lately been celebrated in all portions of the civilized world, one of that worthy's heroes was represented as coming in sight of the beautiful city of Edinburgh, nestled under the crags, and with the picturesque waters of the Forth in the distance, and overpowered by natural emotion, asking himself where was the coward who would not dare to fight for such a land. He (the speaker) had some time ago stood on the heights of Queenston by Brock's monument, and never had he seen a fairer view of a more beautiful landscape. He had also witnessed the magnificent scenery on the St. Lawrence, and the same thought as that given expression to by Scott's hero came in his mind—"Where is the coward who would not dare to fight for such a land?" (Applause.) We had a great destiny before us, and it depended upon ourselves to improve the opportunities which were placed before us to make Canada one of the foremost nations of the earth. Let us work so that when our eyes close in death our children might have as good a heritage as could be bestowed upon them—a smiling and prosperous land, over which the Union Jack would wave to gladden their sight. Pounds, shillings and pence were not the only considerations to be thought of; and he hoped that by mere mercenary motives none would be led to forget the glorious heritage handed down to them and seek to sever their connection with Great Britain, for wherever its flag had gone Christian liberty and all the blessings of civilization had followed. The chains had fallen off slaves wherever the meteor flag of England had appeared, and in its place came progress and improvement. May our children and grand-children live under the protecting folds of the Union Jack—God bless it. (Applause.)

Judge Duggan also responded in a few well-timed remarks.

Hon. Mr. Macdougall then proposed "the commercial and banking interests of Canada." He referred in pleasing terms to the position in which the people of Uxbridge and the surrounding country now found themselves in regard to the railway which had just been built. It was only a few years since he and his friend near him (Hon. M. C. Cameron) had contested the representation of North Ontario, and each had defeated the other on two different occasions, and he could bear witness to the great improvements visible in that section since he had canvassed there. In regard to the constitution under which we were now happily living, he might say as one who had a share in the framing of a new system, that it was intended by its framers that the local governments should be more municipal in their nature than political—that the heat of party spirit and strife should not be carried into these assemblies, but that all local questions should be discussed in a free but unprejudiced manner; leaving more strictly political warfare to be contested in the Dominion Parliament. If the people think they would be better off by having more political in their

might term for the present "our American cousins," who had greatly benefited this country, and had shown extraordinary enterprise in opening and extending railways.

Col. Shaw thanked the company for the kind manner in which the toast had been drunk. He alluded to the time when, not more than forty years ago, but a small railway was in operation in his native country, and now the land is intersected in every direction by railways—from the north and east to the far south and west. After a few further remarks eloquently expressed, the speaker concluded by expressing his earnest hope that Canada and the United States might ever remain in peaceful relations to each other and that both countries might go on conquering and to conquer in the highways of peace. (Applause.)

"The Corporation of Toronto" was next proposed, the names of Aldermen Harman and Dickey being coupled with it. The former gentleman regretted the absence of the Mayor, who had missed the opportunity of making a reply to the toast proposed in such a handsome manner. He (the speaker) referred to the vast strides Toronto was now making, the value of his real property eight years ago being \$20,000,000, while now it was \$30,000,000. Recognizing fully this fact who could estimate what further progress would be made in the next decade? He heartily congratulated the Nipissing company on the success which attended their efforts, and it would always be with a feeling of gratification that his name as then Mayor of Toronto was signed to the debentures issued by the corporation in behalf of the Nipissing Railway. (Applause.)

Ald. Dicky would but say that he felt highly gratified at the completion of the railway to Uxbridge. Even the most rabid opponent of the road was now convinced of its value to the country.

Capt. Taylor made a few remarks in reference to his personal labors when the railway was to be inaugurated.

Mr. Gould proposed the health of the father of the narrow gauge railways in Canada—Mr. George Laidlaw.

The toast was drunk with great enthusiasm; and in response Mr. Laidlaw said it was the proudest moment of his life, but he would say that without the aid of many of those whom he saw about him all his efforts would have been futile. To the Hon. M. C. Cameron, who had so warmly assisted in getting the bill of incorporation through the House of Assembly, and through the vote of whose Premier the measure was at length passed; to the merchants of Toronto to such firms of John Macdonald & Co., McMaster Bros., Gordon, Mackay & Co., and others the thanks of the community through which the Nipissing railway passed were largely due; also to the members of the Toronto corporations and the rural municipalities who had pushed the enterprise forward by liberal grants of money. These formed the bridge which carried the railway over safely. (Applause.) On account of the present late hour he would not detain the company, but would again thank them most sincerely for their kind reception of the toast. (Loud applause.)

The next toast was that of the Toronto Grey and Bruce railway, which was responded to by Hon. Mr. McMurich in a few well-chosen remarks.

Mr. J. G. Worts gave "The municipalities along the line of the railway." Responded to by Hon. David Reesor.

One or two other volunteer toasts followed and the meeting broke up.

The visitors then repaired to the cars in waiting at the station, and after a journey of some three hours reached Toronto once more at 8:45. Thus ended the ceremonies in connection with the opening of the first 3 ft. 6 in. gauge railway in the Dominion.

EUROPEAN NEWS.

The London

The London York Tribune, in England by says:—

"The New enterprise undertaken in London, has a international character, Canada, to have whole proceed *Chronicle's* estimate to \$3 all Durham and that journal is prize and into the race, when death of Renfor There was will though a native vessels on half-mast high mark on man shortly before was an iron m explicable. H of age. He ha in India. He the greatest s duced. Ignor been known t he was unabl swim a prize win, and come went. Seeing energy, and c *Chronicle*, Mr. ment and wis the sense to write, and, the his prowess, he when written eventually ab His strength a finally beat famous oarsma succeeded this Tyne. Mr. Co capable of ci several buildi wasting his vi accumulated h hero.

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over three thousand miles. (Cheers.) Great
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times past, he believed that it would be still
greater in future; and that it might be so,
every encouragement should be given to
emigration by the Dominion Government,
in order that the waste places of the land
might be placed under cultivation. He was
much pleased with what he had seen in con-
nection with the Nipissing line, and it had
his best wishes for its prosperity. (Applause)

The chairman, in a few prefatory remarks,
gave the toast of "The Ontario Government
and Legislature," remarking at the same
time that had it not been for the Premier,
Hon. John Sandfield Macdonald, the build-
ing of the narrow-gauge lines might have
been delayed—not for ever of course, but at
least for a long time.

Hon. Mr. Cameron, who was warmly re-
ceived, stated that no matter what might be
the political feelings of those comprising the
meeting, he was sure that all of them would
agree that enterprises such as that the estab-
lishment of which they had now assembled
to commemorate the members of the Gov-
ernment had always cordially supported
(Hear, hear.) The progress of the country
had been very great during the past few
years, and though he did not claim for the
Government that to them the credit for this
progress was altogether due, yet he would
say that in a great measure this prosperity
was due to the efforts they had made to pro-
mote the advancement of the people.—
(Hear, hear.) They had established facilities
for more general education amongst the
people, and had in every manner taken ad-
vantage of all the means which presented
themselves to aid in developing the country.
He could say sincerely on behalf of his col-
leagues that each of them was desirous of
assisting to the utmost the progress of the
Province, and that when the people felt con-
vinced that others more competent than the
members of the present administration to
administer the affairs of the country would
be found they would cheerfully retire and
give place to their successors. He thanked
the company for their reception of the toast,
and resumed his seat amid loud cheers.

Messrs. Paxton, M.P.P., and Coyne, M.P.P.,
also responded on behalf of the Legislature.

Mr. George Laidlaw, who was greeted
with loud cheers, then proposed "Success to
the Toronto and Nipissing Railway." He
alluded to the difficulties which had to be
overcome before the railway could be built,
but these had all been conquered by energy
and perseverance, and from the appearance
of things everything in connection with the
road was in good working order, and its pro-
moters felt every confidence in it, that its
career would fully anticipate their earnest
anticipations.

Mr. Shedden responded to the toast, and
said that so far everything in connection
with the railway had worked satisfactorily,
notwithstanding the numerous difficulties
that had to be met and overcome before the
line could be built. He felt much pleasure
in congratulating the shareholders and all
interested in any way in the success of the
Nipissing road, that things were now so far
advanced that there was no question that
the enterprise would prove all that was an-
ticipated by its friends. (Applause.)

Mr. Wm. Gooderham, jr., also responded
to the toast to the same effect as the pre-
ceding speaker, stating that no one could
help feeling thoroughly satisfied with the
manner in which the railway had been
pushed forward to its present state of com-
pletion.

Mr. T. C. Chisholm being called for also
made a few remarks. He said that the
great thing the company had to depend upon
was the Government and the municipalities,
who he thought should liberally assist the
Nipissing road. The road would soon be in
thorough working order to Coboonook, and
then it would speak for itself. In the mean-
time the line was in a very satisfactory con-

dition under which we were now happily
living, he might say as one who had a share
in the framing of a new system, that it was
intended by its framers that the local gov-
ernments should be more municipal in their
nature than political—that the heat of party
spirit and strife should not be carried into
these assemblies, but that all local questions
should be discussed in a free but unprejudiced
manner; leaving more strictly political war-
fare to be contested in the Dominion Parlia-
ment. If the people think they would be
better off in having party politics in their
local houses all well and good. Speaking
individually as a taxpayer and a citizen, he
would say that, looking back to the legisla-
tion of the past four years, there was nothing
in it with which he could find fault, (ap-
plause), and in particular could he say that
he cordially agreed with the railway policy
of the cabinet. He referred to the fact that
he had suggested the appointment of Mr.
Sandfield Macdonald to the present office,
and concluded a very pleasing address by
referring to the banking and commercial
interest of the country.

Mr. Wm. Gooderham, sr., Mr. R. W.
Elliot, Mr. A. R. McMaster and Mr. J. D.
Merrick responded. The last named gentle-
man stated that, however much some persons
might feel against the Grand Trunk railway,
that institution had dealt with the narrow
gauge railways in a most liberal spirit, and
without the hearty co-operation of the direc-
tors of that road the new lines of railway
would not be in so prosperous a condition as
they were at the present time. He there-
fore had much pleasure in proposing the
toast of "The Railway Interests of Canada,"
coupling with it the Grand Trunk Railway.

Mr. Aquila Walsh, in responding, drew
attention to the fact that the money invested
in the Grand Trunk railway was a good in-
vestment to the Government, and that the
road had proved of incalculable benefit to
the people of Canada. For the railway with
which he was connected—the Intercolonial—
he could say that everything was pro-
gressing satisfactorily in its building, and
that before long it would be completed, and
the people would then witness the cheapest
and best railway in Canada. The whole
structures connected with the line were to
be of wood, in order that it might be built
with the greatest economy, and that it might
also be successful as a commercial under-
taking. Steel rails and iron wedges were
to be used altogether in the construction of
the railway, so that in every respect it would
be, when completed, the best road in the
Dominion. The Parliament of the country
had acted liberally towards railways, and
there would be nothing lost by them in con-
tinuing the policy they had hitherto adopted.
(Hear, hear.)

Mr. Chester Draper also responded. He
said that the word "Canada" now composed
a large territory, extending from the Atlan-
tic to the Pacific—far different to what
Canada literally was a few years ago—and
to develop and settle this vast region enter-
prises like the present they were now en-
gaged in celebrating were needed in every
direction before our resources could be thor-
oughly developed.

Mr. Bellingham, of Montreal, being called
upon by the chairman, also replied to the
toast. He said that he had come to this
Province on the present occasion to witness
the working of the narrow gauge railways,
and he could say that he had been much
gratified with what he had witnessed. They
had experimented with wooden railways in
Quebec, but after repeated trials they had
not been found to work well, and he could
not therefore recommend them to the people
of Ontario. The Government of Quebec
had dealt liberally with railway enterprises,
having made a grant of 10,000 acres in aid
of a new line in that Province. He had
been forty-six years in Canada, and he had
lived to see it become a great and prosperous
country, with every indication of continued
advancement.

Mr. Sweetman said that he had a toast to
propose which he was sure would be heartily
received. He referred to those whom he

by Hon. David Reesor.
One or two other volunteer toasts followed
and the meeting broke up.

The visitors then repaired to the cars in
waiting at the station, and after a journey
of some three hours reached Toronto once
more at 8:45. Thus ended the ceremonies
in connection with the opening of the first
3 ft. 6 in. gauge railway in the Dominion.

EUROPEAN NEWS.

London, Sept. 16.—The Russian Squadron,
en route from Constat to New York to
escort the Grand Duke Alexis, has arrived
at Plymouth, where the vessels will stop a
week to coal, &c. The Grand Duke remains
on board the frigate *Street Land*, the flag
ship of squadron and of Admiral Poissel,
commander of the fleet.

New York, Sept. 15.—A despatch from
London says the submarine cable has been
laid between Nagasaki, Japan, and the naval
station of Russia, on the Sea of Japan, thus
making two distinct telegraph routes be-
tween London and Japan.

Versailles, Sept. 16.—The Alsace customs
question proves to be a troublesome one.
Bernard is president and Laurent secretary
of the committee having charge of the de-
tails of the Alsace Bill, and it is known that
a majority of the committee is opposed to
the Bill. M. Thiers paid a visit to the com-
mittee to-day, however, and, it is hoped,
arranged the whole matter satisfactorily.
Fears are expressed that unless the customs
question is quickly settled the entire trade
of Alsace will go to Switzerland instead of
to France.

Paris, Sept. 17.—The Mount Cenis tun-
nel was inaugurated to-day by the French
and Italian Ministers and the local authorities
of both countries. After meeting and con-
gratulating each other the party embarked
in a gaily decorated train at Bardoneche,
and passed through the tunnel to Modane,
making the transit in twenty minutes.

London, Sept. 17.—A correspondent of
the *Time* says the British wheat crop is
disastrously deficient.

Lyons, Sept. 16.—A proclamation appears
to-day announcing the disarmament of the
National Guard. All arms in the possession
of the Guard are required to be surrendered
within two days, and fines and imprisonment
are to follow failure to comply with the
terms of the proclamation. Regular troops
will replace the National Guard as fast as
they are disarmed.

A GREAT OFFER.—Peters' Musical
Monthly for October is to hand, contain-
ing fifteen beautiful pieces of music, printed
from full size music plates. It can be had
for thirty cents. The publisher also offers
to send, post-paid, for one dollar, six back
numbers, containing from ninety to one
hundred pieces of choice music, worth at
least \$30. Send your order to the Pub-
lisher J. L. Peters, 599 Broadway New
York, and our word for it, and you will get
your money's worth.

GOLDEN LION.—Messrs. Walker &
Sons, of the Golden Lion, Toronto, are
offering their very heavy stock of new Fall
Goods at prices that defy competition. Just
examine them.

THE DOMINION HOUSE.—P. R. Mil-
ler & Co., will open several cases of fall
importations this week. They will also pay
cash for any quantity of good wheat.

GRAIN BY THE T. AND N. R.—Mr. J.
E. Smith, shipped the first two cars of
barley per the T. and N. R. from this
station on Tuesday last.

VANITY STORE.—Splendid fresh Salmon, put
up in boxes for 25c a lb. at R. Wilson's Vanity
Store; also all kinds of fruits, vegetables, and
groceries in stock, and sold cheap. 10 lbs of
good sugar for \$1.

From the Hannibal

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together with 24 per cent. to collector, and 24 per cent. for tolls, which times and passed. It was decided by Mr. McKay that the petition of James Skelton, fifty-five others, in connection with the survey of the Passmore, P.L.S., be referred to the Council, in consequence of the petition from John D. Skelton, and that a hundred and ninety action be taken in

decided by Mr. Miller, that we do pay John Skelton for damage and loss of dogs, as testified on

decided by Mr. Palmer, that we do pay John Skelton for damage and loss of dogs, as testified on

decided by Mr. McKay, that we do pay John Skelton for damage and loss of dogs, as testified on

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responding increase of usefulness. It must not be supposed, however, that economy depends wholly on the gauge. But rather that it is the basis on which to proportion the various works and carriages necessary to carry the required amount of traffic. Thus by adjusting the size of the locomotive in such a manner that you get for example a pressure on each driving wheel of not more than three or three and a half tons, you are enabled to use lighter embankments, bridges, and rails and decrease the expense of repairs on these important elements in the cost of a railway. I am often asked the exact difference between the cost of a railway on a gauge of 3 ft. 6 in. and 4 ft. 8 1/2 in. It is difficult to make definite comparison as every railway is different. I believe, however, that it may be stated generally that the narrower gauge can be built for say one-third less. In working I can give a better test by supposing a mixed train with three passenger coaches with places for 96 passengers, but containing only 60 people, and 14 goods waggons on a line with a ruling gradient of one in 100. In Norway the narrow gauge passenger coaches weigh 4 1/2 tons, goods waggons 3 3/4 tons, locomotive 16 tons. Estimating each passenger as 140 lbs., and the load of freight as 70 tons, there is in all 148 1/2 tons. On the 4 ft. 8 1/2 in. the three passenger coaches weigh 6 1/2 tons each, and freight cars 4 3/4 tons, and engine 20 tons; adding the same amount of freight and passengers, the sum is 173 1/2 tons, or 18 per cent. saved in locomotive power on the narrow gauge. Should the comparison be made with existing styles of carriages on 4 ft. 8 1/2 in. and 3 ft. 6 in. railways in this country, the result would be much more favorable to the narrow gauge. But I must here warn against such statements as have appeared in the American papers lately "that in Russia, on the 3 ft. 6 in. narrow gauge railway, one of Fairlie's engines, weighing 20 tons, had drawn 340 tons of gross load up an incline of 1 in 80." Now, every engineer knows that until water runs up hill the engine has not power to draw more than about half the load stated up a grade of 1 in 80. Also, there has been a pamphlet, advocating a gauge of 3 feet, published by gentlemen of the most unblemished motives so far as known. In their comparison of the working of 3 feet and 4 feet 8 1/2 inch gauges, they charge the 4 feet 8 1/2 inch gauge with a locomotive three times as heavy for the same work. In both these cases the question of traction is quite apart from that of gauge, and such unfair statements tend to discourage the systems which it is their intention to support. In proof that you have done well to adopt the 3 feet 6 inch gauge, I will mention that wherever the system has been examined by commissions, such as in Norway, Sweden, Russia, India, and France, the 3 feet 6 inch has been approved, and with variations of two inches has been adopted for new lines in these countries, as well as by eminent engineers for Queensland, Chili, New Zealand, Honduras, Java and Japan, &c. I do not contend that the variation of one or two inches either way will make any appreciable difference in an engineer's estimate; but in comparison with the gauges of 3 feet or less on the one hand, or 4 feet 8 1/2 or more on the other hand, I believe the 3 feet 6 inch to have the advantage already stated. In Norway, where we have much frost and snow, those 3 feet 6 inch railways have proved quite as efficient as the 4 feet 8 1/2 inch, and have cost much less for maintenance and working expenses. I fear, gentlemen, that my imperfect English has not enabled me to do justice to my subject professionally, and I fear that I shall appear cold and unappreciative of your kindness and cordiality. Believe me that I shall always remember this as one of the proudest and happiest evenings of my life, and I again thank you for the kind manner in which you have drunk my health. (Cheers).—Telegraph.

Saskatchewan must be heard from Fort Garry, by water. We left St. Boniface, crossed the river, and set out on our drive up the Assiniboine. It had a fearfully sultry day, with a thunder all around the horizon. The black as ink, was cracked with a little moisture converts to a sticky mass, which resembles more than earth. My chief desire was to see the wheat fields, and I was prevented. Wheat, oats, barley, and rye were difficult to say which flourished best. Such an array of crops, such huge green clusters, seldom seen. The average yield is 35 bushels to the acre, and I was solemnly assured, upon having annually produced a crop without manure, for forty years, that statement is almost incredible.

At Mr. McKay's farm we saw a wonderful garden (for the latitude) to all the hardy vegetables, beautiful to behold, there were tomatoes, and others belonging to the climes.

We reached the Government residence in time to escape a shower, and also to enjoy the garden. Mrs. Archibald. A library, pictures, and a garden suffice for a grand house anywhere, and we were not far from New York or London at the time of our visit. Then a very airy and inseparable man, Winnipeg in a dilapidated house, more ready to appreciate a view we had not tasted for a week, and Dr. Schulz entertained our party who had not gone to the north, and, verily, we found the climate better than groping in the dark, or comparing latitudes. I was interested in knowing Mr. Begg, editor, and Mr. Begg, novelist, maintaining the navigable route to the north; for, where a civilization starts into life with the aid of one author, the material of the region are not likely to be wanting. I will be a railway to Fort Smith in three years, I firmly believe. The proposition of Capt. Melville should "all meet as one great company," was only prophetic of Minnesota, Dakota, and Montana. I require a bridge here and there, and natural grading does the rest. Everywhere will carry so fast as the roads can be made. A very safe prediction to say that our party may yet ride in a Pullman Lake.

Well—after dinner night came, sweltering heat, pitchy darkness, thunder. The captain of the boat bound to start at ten, in company with the officers of the North Pacific, one by one our dragged from the Old Fort; we had a General to the mercies of a mob, and took our own chances from the threats of some of the mob—all came to an end, and Garry and St. Boniface were left in a blaze of red cells, and by the downward rush of a black drop-curtain. Review of yesterday and the night, them all singularly distinct. The landscape background, the political feuds are not sensible (in so short a space) the three races, in this part of the Continent, are clearly marked. Life are apparently fixed—like that of all new life beyond the frontier—is a new and identical with, our own.

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considered second to none in England or Scotland. A very large number of charr and other fry were hatched out by Mr. Parnaby this season. He purposes taking with him to England some of our Canadian fishes.

The introduction of the white-fish of Canada (*Coregonus albus*), into the fresh water lakes of Britain would be a most desirable undertaking. Whilst this fish, for delicacy and richness of flavour, is, perhaps, unequalled in the world, it is also one of the most important commercial fishes that frequent the inland waters of America.

NOTES AND COMMENTS.

THE RAILWAY between Yokohama and Jeddo progresses rapidly, telling very significantly how the Japanese are falling into the ways of the outside world. English and German books are being re-printed and sold in Japan. And at least one educated Japanese has opened a school for teaching German in Jeddo. Another striking proof of the progress of the Japanese in civilization is that they have begun to hang their criminals in true Anglo-Saxon fashion. The idea, however, of their working hard to save a German vessel from destruction during a typhoon, supplying it with boats, &c., and yet refusing all compensation afterwards, is not so entirely in accordance with the British and American notions of the fitness of things. A good deal requires to be done before these barbarians come up to our "practical" standard of civilization in everything. Let us hope that they will discriminate and hold on by their "barbarous" notions in connection with the shipwrecks.

MR. CHARLES FOY, emigration agent in the North of Ireland, writes that he has recently returned from a tour through the rural districts, and expects to send large numbers of farmers to Canada next Spring. Mr. Foy says:—"The emigration from the North of Ireland has only fairly commenced. Numbers of farms in the counties of Monaghan and Cavan are in the market for sale, and I have the names of a number of farmers who have determined to leave as soon as they dispose of their farms. The flax crop, the staple crop of this Province, is almost a total failure, and by the new Land Act the tenant farmers are empowered to sell their interest, or tenant-right in their farms, whether the landlord is willing or not; but the landlords are favourable to the emigration of the small farmer class, in order to consolidate the small farms into 100 and 200 acre farms. I have every reason, therefore, to anticipate a great impetus to emigration in the coming Spring. My steamers of the 9th, 16th, and 23rd September, I am sending some first-class farm hands and three or four farmers with capital. In the neighbourhood of Cotehill, County Cavan, my native place, a number of farmers, who can bring from £200 to £500, are so pleased with the accounts received from neighbours who were induced by me to go to Canada last March, and who settled in the neighbourhood of Ottawa, that they told me, when I was there a fortnight since, that they had made up their minds to go." Mr. Foy thinks many girls, who would make good servants, would come out to Canada if part of their passage-money was advanced to them.

commercial operation, it should have been made on the basis of the division of the work into three sections, as originally detailed. But this arrangement is set aside, without any apparent reason. The parties to whom the contract has been assigned can claim no superiority over me in any one respect. Moreover, setting out of view that mine is the lowest tender, between it and those of the parties favoured by you there are others by men of large means, engaged on works of great extent, of admitted responsibility, equally ignored as mine.

Passed over, as I have been by you, as a person entitled to no consideration (for I have not been favoured with a single query as to my capacity and resources), I challenge you to adduce any one reason why you should thus set me aside to pay higher prices to others to perform the work, after you have asked for tenders by public advertisement.

To the public, the fortune or failure of any particular individual is of little account; hence there is but limited general interest taken as to who does or who does not perform a given work. But even in this personal issue considerations may be involved which affect the whole community. For it is no slight matter whether men in responsible positions honourably and impartially administer their trust or not; whether the law of fair play, truth and honesty is held by them to be a word or a fact in public life; whether those who have bestowed true labour and money in the study of the work for which they tender by public advertisement, may or may not count on the reward of their effort, to which they are fairly entitled. You may tell me that the question whether you are justified in paying an unnecessarily high price for work is only a matter for the stockholders of the railway to consider. But as public men in an official capacity you are amenable to criticism beyond this narrow circle. The very bond which holds society together is formed on justice and right, when these are outraged, however humble the sufferers, the recoil falls back on the whole community; and such is essentially the case in my person, for I have not received justice at your hands.

I am, gentlemen,

Your obedient servant,

WILLIAM KINGSFORD.

John Gordon, Esq., President.

Hon. John S. McMurrich, } Committee.
H. S. Howland, Esq., }
George Gooderham, Esq. }
Toronto, Grey & Bruce Railway.

Mr. Fox, of the firm of Sir Charles Fox & Sons, of England, the well-known narrow-gauge engineers, had an interview with the Directors of the London, Huron & Bruce Railway on Tuesday, touching that enterprise. He stated the willingness of the firm of which he is a member, to become the agents of the company in England; and also that Mr. Shanly would be prepared shortly, in association with themselves and Mr. Wragge, to make an offer to build the road at once, taking in payment the bonuses and stock that the Board will have at its disposal, and the bonds of the company for the remainder. It is anticipated that other offers will be shortly made; but it is clear that the condition of the enterprise has inspired the confidence of shrewd capitalists, and there is now no danger that it will hang fire for want of financial strength.—*London Free Press.*

another county from that in which the writ was issued, and to enter a suggestion to that effect. Granted.

QUEEN V. BELL.—Blake, Kerr & Bethune moved for a summons to set aside a notice of trial. Granted.

GILMOUR V. QUEEN INSURANCE CO'Y.—Murray, Barwick & Lyon obtained a summons for a view by a jury.

MIDDLEBURY V. WALSH.—Enlarged until Saturday. Bell.

LAWRENCE V. WALSH.—Enlarged for a week. Holmsted.

NELSON V. HUMPHREY.—Enlarged until the 22nd. J. B. Read.

GEHL V. NEIMEIER.—Judgment. Issue of facts to be tried first.

HASTMAN V. McFADDEN.—Harrison, Orlow & Moss moved absolute a summons to put off the trial. No case was shown. Order made.

JARROTT V. CARD.—Enlarged. Mr. White. Mr. Paterson.

POLITICS IN MASSACHUSETTS.

For some weeks past this State has been greatly agitated by the question of who shall be its next Governor. General Butler is a candidate, and is conducting the contest with reckless and unscrupulous energy. It is feared that he will split the Republican party and allow the Democrats to carry the State. To avert this calamity Senators Sumner and Wilson, at the last moment, have pronounced against him. The *Boston Advertiser*, the organ of Senator Sumner, thus speaks of Butler's candidature:—

General Butler is identified whose he is not personally known with certain public measures which the world regards as infamous, measures repudiated by Republicans generally as bad in themselves, and calculated to bring the country into disgrace,—and partly on account of notorious infirmities of temper and character which unfit him for responsibilities involving the rights of other people, and make him at once unsafe as a counsellor and dangerous as a ruler. Are the Republicans so reckless of the future as to put on the vantage-ground of the governorship a man whose aim it is to rise by destroying the influence and dishonouring the reputation of whoever stands in the way of his ambition? It is an "open secret" of politics that General Butler's motive is to recover a prestige he has lost, that he may use it to compass greater ends beyond. With this in view, no man's public or private fame is safe from his speculations. The tactics to which he resorts are such as no high-minded man sullies his honour by dabbling with. The methods by which he has acquired a great and dangerous influence differ in no essential moral quality from the black art by which men have won pecuniary tolls from those whom fortune has placed in their power. No politician accepts his favours and preserves his independence. He would govern Massachusetts as Louis Napoleon ruled France, by decoys and purchased tools, who could not escape his power nor refuse to serve, however much they hated, General Butler's fault is not a lack of ability, but an organic viciousness of character; and we make no secret of the conviction, long entertained, that in proportion to his position and opportunities he is the most dangerous man in American politics.

is this day dissolved by the retirement of Mr. Williams. This business will be carried on as heretofore, by R. S. Williams, R. A. Williams, and Wm. Morris.

Witness: A. L. WILLSON.

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Mr. C. makes the preservation of the Natural a specialty.

GLOBE 9/21/1871

Mr. Kerr—You almost said yes. It, anyway, I didn't spend cannot remember who me about money, but there several; my name was on idbills, but I did not authorize but I did not interfere; I did not repeat; a notice was put in, with the witness name at the bottom as chairman of the committee, offering \$100 reward for the conviction of any one that infringed the election law. As came to me and offered to make affidavit, but I told them I had no money, and I don't remember whether I sent them any one else; one came, a sailor; I don't remember his name, and I believe he made affidavit; I saw two or three affidavits in Mr. Low's office; I saw them on the desk; Mr. Low is the attorney for the petitioner; I know George and Joseph Martin; I did not give or send them money; I did not tell any one to send them any; I never handled money during the election; I don't know Luke Clark; I don't think I had any conversation with him.

He was not cross-examined. John H. Brown was next sworn.—I live in Ameliasburgh; I am a voter, and voted for Mr. Striker; I know Mr. Anderson by sight; had some conversation with him at my own place in the winter; my younger brother was there; he said, after passing the time of day, that he would like our support for the reeveship; my brother said, "I guess you are going to have a hard time; you had better throw out a few 'shad scales' [local for money]; he said "it was a pretty hard case, as the reeveship was not a very paying affair, and the law was rather against him; he did not know that he dared to use 'shad scales'; it did not pay as well as the Local Legislature; he would like our support there also, and the reeveship would help him to that," my brother said, "there was always money used, and he needn't be afraid;" he then told me to call over at Concession, and would see me again; I went down that night and happened to see him, and he said he would leave \$20 with Mr. Ryerson Dempsey for me to use (slight signs of applause). I spoke to Ryerson Dempsey, and he gave me \$10 (shouts).

His Lordship gave strict injunctions to the Sheriff, who immediately took means to stop any signs of excitement.

Witness continued: I used the money I got for voters for Mr. Anderson; I used it for their votes; they wanted it; they were in the way of getting it; I gave Mr. Harris some—I cannot say how much it was; he voted for Anderson at the municipal and this election; I told him who the money was from, and he promised he would vote; the promise was only for the municipal election; I gave other persons money, but cannot say who; after election is over I don't remember all the year round; I got no more money from Mr. Dempsey; I don't know but what Anderson did squeeze out another quarter at Concession to treat; I got no other money in connection with the election; a person told me that if I and my brother would vote for Mr. Anderson, at the last (Local Legislature) election, he could get us \$10; it was Mr. Dempsey, the same person that gave me the other money; it was the same morning of the election; I gave him little or no reply; I had already made up my mind to vote for Mr. Striker.

Mr. Cameron—Are there many Browns like you on sale at election times, at Ameliasburgh?—You had better enquire.

What are you in politics, Tory, Whig, Radical, Model Reformer, or what?—I voted for Mr. Striker, and I think it honourable to have done so; the shad scales were for voting for the reeveship.

The cross-examination provoked a good

the conveyances. The counsel for the respondent admitted that a contravention of the 71st section of the Act of 1868 had occurred without the knowledge or consent of Mr. Striker, but by an agent. They proposed to call Mr. Striker to prove that he had been guilty of no infringement of the Election Act.

Mr. STRIKER, sworn, examined by Mr. Kerr, said—I am the respondent; no money was paid by me, or any person with my consent, for conveying voters to the polls; no money was paid by me, or any one for me, to my knowledge, to induce any one to vote or refrain from voting at the election; I spent less than \$50 in my whole canvass in personal expenses.

Mr. Cameron said, I have no questions to ask. I believe Mr. Striker to be a gentleman of respectability, who would not state on oath anything that I would not be prepared to accept.

The CHIEF JUSTICE said: I am of opinion that the corrupt practices relied on by the petitioner, above stated, and admitted by the respondent, are practices within the meaning of the Controverted Elections Act of 1871, and that the same prevailed at said election, and that such election is therefore void; such practices, in my judgment, being of a character to affect the result of an election. It has not been proved before me that any corrupt practices have been committed with the knowledge and consent of either of the candidates at such election. The names of persons who have committed the corrupt practices have not been given in evidence before me. I am not prepared to say that corrupt practices have extensively prevailed at the said election. I order that each of the parties pay their own costs in this proceeding, this being by consent of both parties.

Mr. Charles (Orbould, Picton, attorney for the petitioner; Blake, Kerr & Bethune, attorneys for the respondent.

The Prescott Telegraph gives the following report of the Minister of Militia's remarks at Camp Lisgar, at a recent review:—"There was then a call for Sir George Cartier, who commenced by telling the officers that he could not take rank with them in the force, for he was only a full private. He said that as they were all reading men, they must have learned from the papers what difficulties he had in Parliament with those 'economical gentlemen' who were always for tightening the purse strings, and voting with reluctance the Militia Estimates. He would now, he said, have an argument against the efficiency of the force at the Prescott Camp, as well as at other camps throughout the Dominion. Sir George evidently felt that somebody ought to be made a scapegoat for the shortcomings of his department, for denying the men some of the common necessities of life while enduring, to use his own words, the 'rain and the storm' in their thin tents; and so he sought to lay the blame for this shabby treatment of the volunteers on the 'economical gentlemen' who form the Opposition in the Dominion Parliament. But the imputation was most unjust, for Sir George's own organs boast that there is a large surplus in the treasury, so that it cannot be through the niggardliness on the part of Parliament that the volunteers are fed with insufficient rations, and deprived of a supply of butter to their tents and a drop of milk for their tea. No, Sir George cannot shake off the responsibility of inflicting serious injury on the volunteer force of the country by his mal administration.

lost was the wife of the captain, with her little child, and a brother, S. M. Harrison, who was the first mate.

Much regret is felt at the death of Mr. James Preston, B.A., head-master of the Goderich High School, which occurred in that town last Saturday morning. Mr. Preston was, three weeks previously, attacked with bleeding at the lungs, and gradually sank. He was only thirty-two years of age, and was the third son of the late Lieut.-Col. Alex. Preston, of the Durham Battalion. He studied at Bishop's College, Lennoxville, intending to enter the Church, but, changing his mind, became grammar-school teacher at Millbrook, Owen Sound, and Goderich. He was highly successful in his laborious vocation, and was universally esteemed and beloved.

The coroner's jury in the case of a man named Burns found in the canal last Tuesday afternoon, have returned a verdict of "Death by falling into the canal while under the influence of intoxicating liquor." It seems that early on last Sunday morning Burns came to Mr. Frank Story's, where he has been boarding, much the worse of liquor. It being about one o'clock in the morning, Mr. Story tried to induce him to go to bed, but did not succeed. Burns went away saying he was going to take a walk. It was a very dark night, and he must have fallen or walked into the canal soon after leaving Story's. Suspicion was first aroused by finding a bat in the canal, which was recognized to be that of Burns.—Search was immediately made, and the body was found.

The Grand River Sachem says:—A horrible affair took place near a low house in Dunnville, on Sept. 19th, kept by a coloured woman named Douglas, which nearly resulted in the murder of two young men named James Shurton and Joseph Miller, by a ruffian named James Moblo, just from California. It appears that Moblo was within the house when the boys rapped at the door to gain admittance, and it was directly opened by Moblo, who came out and deliberately stabbed both of them with a large bowie-knife which he carried. The knife took effect near the spine in both of them, and they are in a dangerous condition. They were at once conveyed to Dr. Fry's office, where their wounds were dressed. Great excitement prevails, as the boys are well known. Moblo has not been arrested yet.

The Uxbridge Journal says:—We are informed that some little difficulty has occurred on the Toronto & Nipissing line, in the vicinity of Cannington. It will be remembered that some time ago one of the sub-contractors eloped with moneys that should have been paid to the trackmen. Influence was brought to bear upon this contractor, which subsequently induced him to return, and he paid 45 cents on the dollar of his indebtedness. This week, we are informed, the men who had suffered by this action struck work for the amount of their loss. The engineer, Major Baretti, visited the scene of the difficulty, and with his usual tact induced the greater number of the men to return to their work. Mr. Gooderham and other members of the Board are now visiting the line north of this village, and will probably settle the difficulty amicably while in the locality. It is expected that the track will be laid as far as Cannington by the end of next week, and to the junction with the Midland, by the first of November. Every effort is being put forth to forward the completion of this part of the road at the earliest possible moment.

Holy Trinity, Wendburg, by the Rev. J. P. Hincks, incumbent, THOMAS CURRIE to MARIAN, eldest daughter of James MacGlashan, Esq., both of Welland.

On the 21st inst., at the Cathedral, Chicago, by the Right Reverend Bishop Whitehouse, assisted by the Rev. Canon Knowles, FREDERICK McTIMMER ATKINSON, son of the late Rev. Dr. Atkinson, of St. Catharines, to SARAH E. MORSE, daughter of the late Marcus Morse, of Rochester, N. Y.

At St. James Church, Ingersoll, Ont., on Wednesday, the 27th inst., by the Rev. J. P. Hincks, incumbent, W. C. KENNEDY, youngest son of the late Rev. T. S. Kennedy, of Toronto, to MARGARET A., second daughter of John Walsh Esq., of Ingersoll.

At St. John's Church, Port Hope, on the 27th inst., by the Right Rev. the Lord Bishop of Toronto, assisted by the Rev. Dr. Omeara, rector, and the Rev. Canon Brent, WILLIUGHBY CUMMING, Esq., Toronto, to EMILY, second daughter of the late Rev. Jonathan Shortt, L.L.D., rector of Port Hope.

At 14 Royal Terrace, Glasgow, on 14th inst., by Rev. Henry Batchelor, assisted by Rev. John Kerr, D.D., JAMES GIBSON, Manchester, to MAGGIE JANE, youngest daughter of the late Wm Kenwick, Glasgow.

On Sept. 27, in St. Mark's Church, Niagara, by the Rev. Dr. McMurray, Rector, W. J. McCOY Esq., Esq., of McCormack Bros., 342 Yonge street, Toronto, to THOMASINE HALDWIN, youngest daughter of the late Capt. John Barker, of the Elms, Niagara.

At the residence of the bride's father, 100 Palace street, on the 25th inst., by the Rev. W. M. Punshon, M.A., assisted by the Rev. Geo. Cochran, W. T. HARRISON, M.D., of Alisa Craig, to JANE, second daughter of Thomas Nixon, Esq., DIED.

On Saturday, 23rd instant, at Janesville, Wis., of typhoid fever, MALCOLM SINCLAIR MACFARLANE, aged 22 years, fourth son of Walter Macfarlane, Esq., merchant, Underwood, Co. Bruce, Ont.

Suddenly, at his residence, Falls of Niagara, at 8:40 o'clock p.m., 27th inst. ALAN ARTHUR McLEOD, Esq., late Deputy Sheriff (1835-8) of the Niagara District, age 70, native of Forfarshire, Scotland.

Funeral to take place from his residence, at one o'clock p.m., Saturday, 30th inst. All friends and acquaintances are respectfully invited to attend.

At her mother's residence, Spadina Avenue, on the morning of the 26th inst., Mrs. ELLEN MOONEY, in the 45th year of her age.

Funeral will leave her mother's residence, 108 Spadina Avenue, Saturday morning at 8 o'clock.

At Hillsburgh, Monday, the 24th inst. HARRIS MAY, daughter of Mr. Geo. Worts, aged five months.

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