

**"The Sun" as an Advertising Medium**

is unequalled in the Counties of Wellington, Simcoe and Peel. Published at the convergence of these Counties, it enjoys a wide circulation in each, and is the best medium through which the people of a large and populous section of country, almost wholly untended by other sheets, can be reached.

Advertisements intended for any number should be left at the office on the Tuesday preceding the day of publication.

**Book, Job and Fancy Printing,**

Neatly, Cheaply, and Expeditionary Executed at THE SUN OFFICE, Orangeville, Mill-Head, Cards, and Posters, printed immediately after the receipt of the order. Bills printed in all colors, & neatly bordered.

**FAIRS.**

ORANGEVILLE—Second Thursday in January, March, May, July, September, and November.

MOYO MILLS.—Third Wednesday in January, April, July and October.

RAM—First Monday in January, April, July, and October.

MASSVILLE.—First Tuesday in February, May, August and November.

RAMPTON.—First Thursday in Every Month.

**NOTICE TO SUBSCRIBERS.**

The large circulation of THE SUN rendering a more rapid means of addressing it to subscribers than the ordinary pen necessary, we have secured a Mailing Machine by which the address of each subscriber with the state of his account for subscription is printed on his paper. This system will not only save us time and labor, but it will also prove highly satisfactory to subscribers who will receive their papers a day earlier than heretofore, and be kept continually posted in the state of their accounts for subscriptions. Remittances are acknowledged by an alteration of figures thus: "John Smith, 1 Jan., 40, 1," means that John Smith's subscription commenced on the 1st of January, 1869, and that he owes us for subscription \$1, and "James Jones, Jan. 1, 1869, 0," means that James Jones commenced taking the paper on the 1st of January, 1869, and that he has paid his subscription for that year.—As our rate of subscription is \$1 invariably in advance, or \$2 if not so paid, all the ones will be changed to twos after the lapse of one month from their first appearance after the addresses, by which our readers will understand that they are charged the credit rates of subscription. As we shall abide strictly by this system, those who wish to save \$1 a year by availing themselves of our advance rates should remit us once.

**The Sun.**

All Extremes are Error, and the Truth Lies Between

**Orangeville, July 1, 1869**

A PROCLAMATION appears in the *Canada Gazette* of Saturday, constituting the 1st of July a general holiday for this and following years.

MR. M. CAMERON AND MR. J. McDONALD were nominated for the representation of South Renfrew in the General Legislature, on Monday.

SIR CHARLES DOUGLAS FOX, an eminent engineer of England, arrived in Toronto last week from London, to superintend the survey of the Toronto, Grey & Bruce, and Toronto & Nipissing Railways. This is an assurance of the desire and ability of the promoters to push these important projects to completion with as little delay as possible.

"THE DOMINION MONTHLY."—The July number of the *Dominion Monthly* appears in a new dress, both as regards

**THE COUNCIL OF BRUCE ON RAILWAYS.**

THE COUNCIL OF BRUCE, at its last session, decided to give a bonus of \$200,000 to any company that accepts, within two months, a proposal to construct a railway to the shore of Lake Huron.—The Council has long noted the part of a playful coquette toward the Toronto, Grey & Bruce, and Wellington, Grey & Bruce Railways, and has doubtless adopted this plan to determine which shall have its attachment and bounty. But the difficulty will not be surmounted by this device, as both companies will most probably accept the offer, leaving the Council still to declare its preference for either one or the other. If the people of Bruce are wise, they will avoid the fate of the coquette, who smiles on many suitors and is ultimately forsaken by all, by an honest and open avowal in favor of the Toronto, Grey & Bruce Railway, and of direct communication with the capital of the country. No other line can be projected for whose construction capital could be as easily secured, and none that would serve the interests of Bruce as well.

**OUR COMMERCIAL & FINANCIAL SYSTEM**

THOUGH CANADA possessed all the elements of national greatness, yet few countries enjoy less real prosperity. It has an extensive territory, but it is not populated; its soil is very productive, but its cultivation is limited to a small area; its mines are rich and valuable, but they are not worked; its manufacturing facilities are unequalled, but the great mechanic power of its streams are unused; its resources, in a word, are almost inexhaustable, but capital and enterprise are wanted to develop them.

The cause of this poverty in the plenitude of great natural wealth is entirely due to the people themselves. It is within the legitimate province of legislation to make the country as happy and prosperous as any nation on the globe; but in order to attain this end, the administration of affairs must be guided by an enlightened public opinion. Activity must give place to passiveness, and the people must learn to think and act independently on all questions affecting the public weal, instead of receiving their inspiration from monopolies, or blindly following systems which, however well adapted for other countries, are entirely inapplicable to Canada.

The great error of Canadian legislation on Commerce and Currency is a close adherence to the laws of Great Britain on these subjects. It is argued that because England prospers with free trade and a metallic currency, Canada should enjoy the same degree of prosperity under similar regulations. This, however, is a great fallacy. The same laws will only be attended with similar results, when the circumstances are in all respects the same. Great Britain, with its cheap labor, and large consuming population, possesses all the elements of national greatness under a free-trade and metallic currency system. It can have no success-

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## MR. BRYDGES ON TORONTO RAILWAYS.

Mr. C. J. BRYDGES, the able Manager of the Grand Trunk Railway, has subscribed \$5,000 to the capital stock of the Toronto, Grey & Bruce, and Toronto & Nipissing Railways, and, in a correspondence with Mr. Geo. Laidlaw, expresses a willingness to permit the lines of both roads to be carried along the Grand Trunk track, west and east of Toronto, thereby saving several miles of new construction, and also the expensive excavations which would otherwise be necessary to reach the heights beyond that city.— He, however, condemns the departure from a uniform gauge in their construction, as it will prevent the free and ready interchange of freights and rolling stock with the other railways of the country, and in a great measure obstruct continuous transmission; but by his liberal subscription he endorses their soundness and shows his confidence in their financial success. It is, doubtless, very desirable to preserve uniformity of gauge in the construction of all railways; but in this instance a departure from the common system could not be avoided. Capital for the construction of lines on the broad gauge could not be obtained; and the more economical system of a narrow gauge was necessarily adopted in order to secure the railways. As Toronto will be the great distributing center for the produce of Ontario, it is doubtful whether any real advantage would be derived by the country from making railways terminating there of a uniform gauge.— By his liberal subscription and generous conduct, Mr. Brydges has placed a large portion of the people of Ontario, interested in the construction of these railways, under deep obligations to him.

## PREACHING VS. PRACTICE.

"THE BANNER" vents its rage at *The Sun* for stating that Mr. J. L. McDougall

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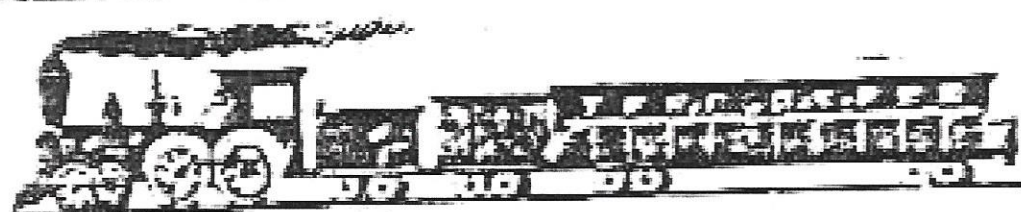
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# VOLUME 15, No. 17,

Brampton Times  
July 30  
1869



## NOTICE.

Office of the TORONTO, GREY and  
BRUCE RAILWAY COMPANY.

A General Meeting of the Subscribers to  
the Capital Stock of the TORONTO,  
GREY & BRUCE RAILWAY COMPANY  
Will be held at the Office of the said Com-  
pany, No. 46, Front Street, in the City of  
Toronto, on

### Tuesday, 10th of August Next,

At 12 O'clock, Noon,

For the purpose of electing Directors, and or-  
ganizing the said Company.

W. SUTHERLAND TAYLOR,  
Secretary.

Toronto, 5th July, 1869.

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Orangeville, Aug. 19, 1869

A GENTLEMAN in Georgetown has an apple tree in full bloom.

THE new school house now erecting in Georgetown will be a two-story building, 64x40, having four apartments.

CANNINGTON, a thriving village on the projected line of the Toronto & Nipissing Railway, has named its principal street, "Laidlaw," as a mark of respect to Mr. George Laidlaw, of Toronto.

THE AGRICULTURAL SOCIETY of North Wellington will hold its annual Fall Show at Rothsay, on Tuesday, the 19th of October. G. A. Drew, Esq., M. P., has presented the Secretary with \$30, to be competed for in the classes of wheat, butter and needlework.

MR. J. H. BRADSHAW, while finger- ing the cog of a pinion wheel in Melara Crawford & Fitzgerald's Cabinet Fac- tory, in Orangeville, on Wednesday last, got his hand dragged into the gearing of the machinery and severely lacerated. This gentleman's penchant for finger- ing things frequently gets him into ugly scrapes.

MR. GEO. LAIDLAW has been offered \$20,000 in paid up stock, and a salary of \$10,000 a year, cash, by the Toronto & Nipissing, and Toronto, Grey & Bruce Railway Companies, on condition that he would accept the position of Managing Director of these roads. *The Leader* says that Mr. Laidlaw, to whose energy, perseverance, and ability the success which has attended these railways is chiefly due, has declined the remuneration offered for his services, but that he has agreed to continue his connection with the roads.

WHEAT THAT IS WHEAT. — *The Times* says that Mr. P. McClure, of Chelms- coux, owns a field of about 8 acres of ex- ceptionally heavy wheat, which turned out about 90 shocks to the acre, and it is calculated will yield about 60 bushels per acre. It is long since, if ever, that we have to record such an extraordinary crop, and shows what good farming can do in this section, when we happen to be blessed with a dropping season, which best suits the soil of this locality.

THE VILLAGE COUNCIL met at Mid- dleton's Hotel, on Tuesday evening, and decided to charge Levi J. North's Circus \$10 for the privilege of exhibiting in the village, and \$10 for the use of the Fair Grounds. An account of \$7 50 was presented from the *Advertiser* office, and certain overcharges in the account for advertising being eliminated, the balance was ordered to be paid. After some other business of an unimportant charac- ter, the Council adjourned.

COMPETITION is making ocean tele- graphy available to the general public by a reduction of the tariff. In 1866, when the Anglo-American Telegraph Company controlled telegraphic communication be- tween Europe and America, the trans- mission of a message of ten words from one continent to the other cost \$1.00; but in 1869, with the Franco-American Company competing for the service, the charge is only \$7 50! Both Companies have adopted this tariff, but as other lines are laid, there is no doubt that further reductions will be made.

At a recent meeting of the Directors of the Toronto, Grey & Bruce Railway Company, J. Gordon, Esq., was appoint- ed President, A. R. McMaster, Esq., Vice-President, and J. McMurtrie, Esq., Trustee for receiving the bonuses granted to the Company by the munici- palities interested in the construction of the railway. This completes the organ- ization of the Company, and places it in a position to commence the construction of the road.

MR. JOHN HUNTER, of the Gore of Ga- rrahan, on Saturday night fell into a dry

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**FAIRS.**

Orangeville Fair—Second Thursday in January, March, May, July, September, and November.

Orangeville Fair—Third Wednesday in January, April, July, and October.

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Orangeville Fair—First Tuesday in February, May, August, and November.

Orangeville Fair—First Thursday in Every Month.

**DIVISION COURTS:**

Where Held	Clerk's Name	P. O. Address	Next Court
Orangeville	Guy Leslie	Orangeville	Oct. 1, 10 am
Orangeville	Johanna Harris	Orangeville	Oct. 1, 10 am
Orangeville	G. M. Munn	Munn Mills	Oct. 2, 11 am
Orangeville	Wm. Tyler	Orangeville	Oct. 2, 10 am
Orangeville	L. R. Bolton	Albion	Oct. 2, 10 am
Orangeville	Wm. Leslie	Malvern	Oct. 2, 10 am
Orangeville	Wm. Leslie	Blackwood	Oct. 2, 10 am
Orangeville	Wm. Leslie	Blackwood	Oct. 2, 10 am

**NEW ADVERTISEMENTS THIS WEEK.**

Gray Cow—John Armstrong.

Site of Township Road—John Smith.

Orangeville Mills—Robert Stewart.

Site of Lot—John Smith.

# The Sun. Orangeville, Sept. 9, 1869.

**THE REVENUE OF CANADA** for the month of August from all sources amounts to \$1,589,270.57. The expenditure for the same period was \$737,38,720.

**THE ROYAL CANADIAN BANK** will open for business in Toronto, and at several agencies, on Monday, the 13th of September.

**THE DIRECTORS OF THE TORONTO & GREY AND BRUCE RAILWAY COMPANY** are inviting tenders for the construction of the first section of the road, extending from Toronto to Arthur, a distance of nearly 70 miles. Tenders are also wanted for the construction of the Toronto & Nipissing Railway. This looks like work.

**THE COUNCIL OF COLLINGWOOD** has appointed a committee to take into consideration the best means to be adopted in moving for the separation of portions of the Counties of Grey and Simcoe, with a view to their formation into a new county around that town. This is the second or third time that Collingwood has aspired to become a county town.

**THE CROWN LANDS DEPARTMENT** gives notice that, under the provisions of the Act in relation to the lands of the Crown, the following lands in the townships of Alton, Fraser, Petewawa, McKay, Hachmann, Wylie, Ralph, Stoad, Gorton, and Wilberforce, in the County of Humber, and the townships of Hagar, Richards, and Sherwood, in the District of Nipissing, are open to location as Free Grants, under the "Free Grants, and Household Act of 1863."

Much dissatisfaction is expressed by the Canadian Press at the sudden dismissal of Mr. Andrew Russell from the Crown Lands Department of Ontario. No reason has been assigned for his removal by the Commissioner, Mr. Richards, and as Mr. Russell, who had served as assistant Commissioner in the department for forty-one years, and by long experience became acquainted with its business, his dismissal without cause, naturally excited indignation.

## THE EDUCATION OF THE YOUNG.

By education we mean not a mere knowledge of signs and sounds called words, but the formation of temper and moral character, and acquisition of habits and knowledge of any kind. We call this practical education in contradistinction to the system generally followed, by which young persons, on leaving schools and colleges where they have only been standing theories, have acquired so little knowledge of men and things, that they have generally to commence a course of practical observation before they become at all fitted for the active scenes of life, and enabled to escape the artifices of the crafty and deluding.

It must be evident to every person of reflection, that children, according to their organization, are to be made good or bad, virtuous or vicious, just as their course of treatment happens to be; but though the formation, or the infant mind stamps the character of the man; yet it is a lamentable fact that the formation of the disposition of children is but little attended to.

**A WORD IN SEASON.**

Now that the Narrow-Gauge Railways are in a safe prospect of being speedily constructed—The Toronto and Nipissing Board of Directors has, we are already advertised for tenders—a word or two as to the future arrangement may not be out of season. So far, these schemes have been pushed with admirable tact, prudence and good sense; and we trust their future history may be as proof against hostile criticism as are the incidents of the initiatory stage. We desire to see these railways built with the utmost possible regard to economy, consistent with efficiency, and a substantial character; and when finished, managed by honest, capable men who will have the interests of the stockholders, rather than their own at heart. In this respect we want the Narrow-Gauge Railways to be models.

One of the most important essentials to this end is that the directors should avoid the fatal errors of supposing that the talent necessary to build the roads and run them afterwards can only be obtained in England. That is an idea which has cost the old railway companies vast sums of money, and is not yet exploded. We are willing to admit that generally English railways are worked in a manner perhaps unequalled anywhere else in the world; but it does not follow that men trained in the English school are best qualified to manage the railways of a new and different country, like Canada. If there be any foundation for many of the stories which pass current, the management of our great lines is anything but free from serious imputations. Rings are said to be formed for depleting the coffers of the companies by obtaining exclusive contracts at extravagant prices, by large commissions to agents, and by other means as numerous as the fertile brains of the parties benefited can suggest. These "rings" are said to have unusual privileges through their connection with managers, and to have any number of "good things" constantly on hand, in which outside parties have no prospect of participating. In one case, a near relative of a manager is said to be interested in an establishment having a large contract with the railway company, while in other cases favored friends are amassing wealth in consequence of their intimacy with railway managers. We do not say that these things are true, but stories to this effect are plentiful enough, and it is strange that so many stories get into circulation if they had no good basis to rest upon.

All danger of singular injurious assertions being made in regard to the new railways can, in our opinion, be avoided by a very simple and very reasonable method. Let men be selected to superintend the construction of the roads and to operate them when they are finished, who have resided long enough in this country to be familiar with its people and their wants, and to be known as honest, capable men, who would work faithfully for the benefit of the stockholders. If men are brought out from England who have their fortunes to push, it is not unreasonable to suppose that they will seize every opportunity of improving them that offers, and the almost inevitable consequence is the formation of cliques whose interests are incompatible with a fair, faithful and economical administration of railway affairs. On the other hand, men whose reputation is already established in Canada, if placed in such positions, offer the best guarantee that railway earnings will be properly and honestly applied for the good of the railway proprietors. As little as possible of the funds necessary to build the Narrow Gauge Railways—as little as possible of the money they may earn when completed—should be sent out of the country; and none of it should be wasted. In order that this may result, we think that Canadians of character should be employed to build them, and then to work them; and we have no doubt that with the passion the men will be found. It is because we do not want the funds of the Narrow-Gauge Railways scattered away through numerous corrupt channels—it is because we desire to see these railways an unexampled success in the history of similar enterprises in Canada—that we put in this protest in addition against the idea of going out of the country for men to carry on the work already so well begun. We do not know that any such idea is seriously entertained; we trust it is not. But we have seen that it has been a fruitful source of evil in the past, and our interest in the new enterprises is such that we feel bound to point out what we consider a danger to be carefully guarded against.

**SEIZURE OF A DISTILLERY AT PERQUA.**

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rapid means of addressing it to subscribers than the ordinary pen necessary, we have secured a Mailing Machine by which the address of each subscriber with the state of his account for subscription is printed on his paper. This system will not only save time and labor, but it will also prove highly satisfactory to subscribers who will receive their papers a day earlier than heretofore, and be kept continually posted in the state of their accounts for subscriptions. Remittances are acknowledged by an alteration of the date thus: "John Smith, 1 Jan., 69, 1," means that John Smith's subscription commenced on the 1st of January, 1869, and that he owes us for subscription \$1, and "James Jones, Jan. 1, 1869, 2," means that James Jones commenced taking the paper on the 1st of January, 1869, and that he has paid his subscription for that year. As our rates of subscriptions are invariably in advance, or \$1 if not so paid, all the ones will be charged two months after the lapse of one month from their first appearance after the address, by which our readers will understand that they are charged the credit rates of subscription. As we shall adhere strictly to this system, those who wish to save \$1 a year by availing themselves of our advance rates should remit as once.

**NEW ADVERTISEMENTS THIS WEEK.**  
Gray Street—Win. Bold.  
Allen Wooden Mills—J. Mair.  
The Banner—W. J. Achison.  
Maple Leaf Store—T. Mac Adam & Co.

**The Sun.**  
All Extraneous Error, and the Truth lies Between  
**Orangeville, Sept. 23, 1869**

**TO OUR READERS.**  
WE have engaged the services of Mr. A. G. LAING, an engraver, to illustrate *The Sun*. This week we give an engraving of Prince Arthur, and if encouraged as our efforts merit, we shall probably soon enlarge *The Sun*, and render it still more attractive and interesting. We are now illustrating a story of thrilling interest which will shortly appear in its columns.

**PRINCE NAPOLEON**, who was born in 1856, will be declared of age for all regal purposes in 1870. This is said to be rendered necessary, by the failing health of the Emperor, who is desirous of abdicating the Throne of France in his favor.

**Mr. Wragge**, the chief Engineer of the Narrow-Gauge Railways has arrived in Toronto, from England. The *Telegraph* says, that as soon as Mr. Wragge gets into harness, work on both the Toronto & Nipissing, and the Toronto, Grey & Bruce Railways, will be proceeded with *pari passu*.

**MR. McDONNELL** having been appointed governor of the Northwest Territory, his seat in the General Legislature, and in the Canadian Ministry, becomes vacant. There are now three vacancies in

graph, by AVULMAN, is a good likeness of Prince Arthur, the third son of Her Majesty, Queen Victoria. The Prince, who is now in his twentieth year, recently visited the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island, and on Monday, left Quebec, for London, where he arrived on Tuesday evening, in Company with Sir John Young, and Col. Blenkinsop. He received a magnificent reception in the Maritime Provinces, and a most cordial and enthusiastic welcome in London. During his stay in Canada, Prince Arthur will be, attached to the Canadian Rifles at Montreal.

**A WORD IN SEASON.**  
FARMERS often make a mistake in holding their crops, with the hope of realizing larger returns. It frequently happens that, owing to a glut in the market, or the combination of speculators, they are compelled to sell the products of their toil, after keeping them for months, at much less than they could have obtained at an earlier period. As the early market is invariably the best in which to sell, so the late market is the best in which to buy. In the early market there are usually many buyers, and few sellers, and competition creates an active demand; but in the late market, where there are more sellers than buyers, the demand is nearly satisfied, and, as a consequence, prices decline. Last fall, when wheat sold at \$1.50 per bushel, our farmers, in the expectation of larger returns, held on to their grain, and were compelled to sell it late in the season, at \$1.00. Had they sold it when prices were at their height, they would have been richer by many thousands of dollars, than they are now. By holding on, they lost the use of the money, and also incurred losses from shrinkage and waste, which invariably take place in grain. The whole country suffered from this indisposition to sell while the prices were high, and the foreign demand unsatisfied; but surely farmers will profit by the experience of the past, and observe for the future, the rule, that it is good to sell when prices afford a fair living profit.

**INDUSTRIAL EXHIBITIONS.**  
No one will doubt the benefits derived from these exhibitions. They excite competition and emulation, and so tend to the improvement of agriculture and industry. Besides these practical results, they are also the means of much useful relaxation and amusement. They form holidays on which the young of both sex-

auspices as to thoroughly revive public confidence in its future prosperity.—*Telegraph*.

**RAILWAY MEETING AT BERWICK.**  
A VERY large and influential meeting of the rate payers of Vaughan was held in the village of Berwick, last Tuesday evening, to consider the railway question. Mr. J. W. Gamble occupied the chair, and Mr. W. J. McCitochan acted as Secretary. A deputation on behalf of the Toronto, Grey & Bruce Railway Company was present by invitation. The meeting was a very enthusiastic one, and the following resolution was unanimously adopted:—  
Moved by Mr. Frederick Roe, seconded by Mr. Stewart Blain, and  
Resolved—That a deputation, consisting of Messrs. J. W. Gamble, Captain Wallace, J. Somerville, Dr. D. Evelyn, Alfred Roe and Alexander Gough, with power to add to their number, be appointed to wait upon the Reeve of the township, and request him to call a special meeting of the Council at an early day, to submit a By-law granting a bonus of twenty thousand dollars to the Toronto, Grey & Bruce Railway Company, so as to allow the ratepayers of Vaughan to vote on the same."

After passing a vote of thanks to the Toronto deputation, and to the Chairman, the meeting broke up with three cheers for the Queen and three for the Railway.—*Leader*.

**THE BATTLE OF THE GAUGES.**  
On Wednesday last, a special meeting of the Bruce County Council was held at the Court House, Walkerton, for the purpose of taking into consideration the propriety of submitting to the people a By-Law granting a bonus of \$250,000 in aid of the proposed W. G. & B. Railway. The Council Chamber was filled by a large and interested crowd of spectators, who listened with marked attention to the speeches of the rival orators. The Council was presided over by the Warden Mr. Gillies, who, after the despatch of some routine business, stated the object for which the meeting was convened, and called upon  
Mr. Adam Brown, of Hamilton, the President of the W. G. & B. Railway Company, to state his side of the case. This, Mr. Brown declined doing, as the duty, he said, devolved upon Mr. Tho-

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thing to illustrate a story of thrilling interest which will shortly appear in its columns.

PRINCE NAPOLEON, who was born in 1856, will be declared of age for all legal purposes in 1870. This is said to be rendered necessary, by the failing health of the Emperor, who is desirous of abdicating the Throne of France in his favor.

MR. WATSON, the chief Engineer of the Narrow-Gauge Railways has arrived in Toronto, from England. The Telegraph says, that as soon as Mr. Watson gets into harness, work on both the Toronto & Nipissing, and the Toronto, Grey & Bruce Railways, will be proceeded with, *pari passu*.

MR. McDUGALL having been appointed governor of the Northwest Territory, his seat in the General Legislature, and in the Canadian Ministry, becomes vacant. There are now three vacancies in the Cabinet, and rumor is busy with names to fill them. Mr. Hincks, it is said, is to succeed Mr. Rose, as Finance Minister, and Mr. Morris will probably succeed Mr. McDougall.

MR. GUY McMANUS, Reeve of Monro, has been appointed by the Directors of the T. G. & B. Railway, to purchase the right of way for the road, through the Townships of Caledon and Albion. A better appointment for the Company, or one more acceptable to the landowners along the line, could not have been made. Mr. McManus possesses the confidence of the contracting parties, and will be able to conduct the negotiations for the right of way, to their mutual satisfaction.

#### THE HARVEST.

THE HARVEST, though very late, is in most parts of the country, secured in good condition. In some sections, wheat has been injured by frost and rust, and when thrashed, has yielded less than was anticipated; but taking all parts of the country together, the crop is a good one, and the yield far above the average. Barley, oats and peas, have yielded most abundantly; and the root crops generally, give promise of a bountiful yield. Altogether we think the country may be congratulated on reaping a most abundant harvest.

#### BONUSES TO THE NARROW-GAUGE RAILWAYS.

THE CITY OF TORONTO has deposited with the trustees appointed to take charge of the bonuses voted toward the construction of the Narrow-Gauge Railways, its grant of \$400,000, in debentures of \$250,000 to the T. G. & B. Railway, and \$150,000 to the Toronto & Nipissing Road. All the municipalities that have voted aid to these important lines of railway, should follow the example of Toronto without delay, as work will not be commenced, and cannot possibly be proceeded with, until the debentures are in the hands of the trustees. Despatch would ensure the success of all the interests involved in these roads, while delays always hazardous, would prove highly prejudicial.

#### PROVINCIAL EXHIBITION.

THE 21st AGRICULTURAL AND ARTS EXHIBITION for Ontario, opened at London, on Wednesday. The attendance was large, and the entries in the various departments, were numerous. In the grain, root and field crops generally, the increase over former years, is most marked, but corresponding with the general impression as to the yield of this year's harvest. London has obtained a reputation for the size of its gatherings, and the number of exhibitors, whenever the Exhibition is held there; but this year it exceeded itself, many having flocked there to see Prince Arthur and Sir John Young, who visited the Fair (ground) on Tuesday evening. Their reception in London was most cordial and enthusiastic.

light, they would have been richer by many thousands of dollars, than they are now. By holding on, they lost the use of the money, and also incurred losses from shrinkage and waste, which invariably take place in grain. The whole country suffered from this indisposition to sell while the prices were high, and the foreign demand unsatisfied; but surely farmers will profit by the experience of the past, and observe for the future, the rule, that it is good to sell when prices afford a fair living profit.

#### INDUSTRIAL EXHIBITIONS.

No one will doubt the benefits derived from these exhibitions. They excite competition and emulation, and so tend to the improvement of agriculture and industry. Besides these practical results, they are also the means of much useful relaxation and amusement. They form holidays on which the young of both sexes meet for amusement, recreation, and improvement, and they enable them to give vent to those social qualities which go far to form harmonious unions, and which without them, often leads to injuries, and baneful results. Our country is peculiarly adapted for them, owing to the want of the many religious holidays of other countries, and the little respect that is shown to such as we have. This is one cause of their success, and this success was never more manifest than at the present time. The season for holding these exhibitions is now at hand, and extensive arrangements are being made in every township and county, to render the display of articles for exhibition, attractive, and to provide accommodation and entertainment for the crowds that will visit them. Every farmer should endeavor to patronize these reunions. The articles for which premiums are offered are numerous, and take so wide a range, that almost any farmer can contribute something to keep up the interest of the exhibitions. The unsuccessful competitor of this year, may carry off the coveted prize next year, while the man who may have nothing worthy of being entered, will profit by seeing what others are doing, and witnessing the immense improvement that have taken place in every department of agriculture, manufactures, and the fine arts. By visiting these exhibitions, the farmer can contrast his live stock, grain, roots, dairy produce, fruits, &c., with the best articles entered for competition, and put himself in the right way of keeping up with the times, by ascertaining which are the most profitable kind of stock, and which the best variety of grain. He will also see the different agricultural implements contrasted, and learn which would be best adapted for his purposes. In short, they are schools in which farmers may learn in day what they would not otherwise have the opportunity of acquiring in a lifetime—happy reunions in which they may meet together to talk over the agricultural events of the past, and take counsel for the future.

#### THE ROYAL CANADIAN BANK.

THE STEPS taken to revive the Royal Canadian Bank, seem to us to have been eminently judicious. The retirement of Mr. Woodside is a cause of deep and sincere regret to many warm and attached friends of the ex-Cashier. There is no one in the Province of Ontario, today, who has more friends—or friends who would go more cheerfully through "fire and water" for him, if necessary; and these friends do not belong to one nationality, as one of our newspapers here foolishly asserts. Mr. Woodside retires, because, after the careful survey of the whole situation, which Mr. Parker's lucid and reliable report enabled the New Board of Directors to take the Directors considered it most advisable that there should be, as it were, an entirely fresh start made under an Executive, in no way involved in the past management of the Bank. That decision, which was come to after the most careful delibera-

#### THE BATTLE OF THE GAUGES.

ON Wednesday last, a special meeting of the Bruce County Council was held at the Court House, Walkerton, for the purpose of taking into consideration the propriety of submitting to the people a By-Law granting a bonus of \$250,000 in aid of the proposed W. G. & B. Railway. The Council Chamber was filled by a large and interested crowd of spectators, who, listened with marked attention to the speeches of the rival orators. The Council was presided over by the Warden Mr. Gillies, who, after the despatch of some routine business, stated the object for which the meeting was convened, and called upon

Mr. Adam Brown, of Hamilton, the President of the W. G. & B. Railway Company, to state his side of the case. This, Mr. Brown declined doing, as the duty, he said, devolved upon Mr. Thos. White, of the *Hamilton Spectator*, who would set forth the case fully, freely, and frankly.

Mr. White then proceeded to enlighten the Council upon the alleged progress of the Wellington, Grey & Bruce Railroad, the first section of which, he represented as completed. He also explained the nature of the agreement entered into with the Great Western, whereby the latter was to take possession of, and run the line from Guelph to Bruce, when it was completed. He admitted that the line was only an extension of the Great Western, and concluded by contending that Hamilton afforded a market equal to that offered by Toronto.

Mr. John Gordon, of Toronto, then came forward, on behalf of the Toronto, Grey & Bruce Company, and said that he was not there for the purpose of debating the intrinsic merits of the two schemes, but merely to ask, in the name of common justice and fair play, that the submission of a by-law granting a bonus to either road should be postponed until one or the other had reached the boundary of the county. This he considered a reasonable request—one that had been formerly made by the advocates of the broad-gauge themselves, and agreed to by the members of the County Council, and he thought that they were now bound in all honor and justice, to act up to it. But whether they did or not, the narrow-gauge road will be built.

Mr. Wortz spoke next, with his usual clearness, force, and eloquence. After paying a tribute to Mr. White's eloquence as a public speaker, he proceeded to demolish the fancy work of that gentleman's fallacies about the superiority of the Hamilton market. Mr. Wortz concluded a telling speech by an appeal to the patriotic feeling of the Council, on the ground that the T. G. & B. Railway was an independent Canadian line, built with Canadian capital, and excited some merriment by an allusion to the course pursued by the broad-gauge men in Normandy, where they staked out several lines, and put a stake at every man's door.

Mr. Laidlaw, followed in a lengthy, slashing speech, the delivery of which was interrupted by frequent applause and loud roars of laughter, elicited by the happy hits and telling thrusts which he gave his opponents. He took up the arguments of Mr. White, and disposed of them, one by one. He cautioned the Council against giving ear to the silvery accents of the tongue, which had enticed so many emigrants from their homes, and reminded them that Mr. White had once advised them to keep their money in their pockets until a railway line touched their boundaries. This was all that the Toronto, Grey, & Bruce Company asked. He did not covet the privilege of amalgamating with the great Western or any other line, or of exchanging cars with them, for such an exchange leads invariably to troubles and complications. He counselled the people of Bruce to remember Mr. White's former advice, and keep their money in their pockets until

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### TORONTO, GREY AND BRUCE RAILWAY.

IF THE INHABITANTS of the County  
of Bruce have any doubts as to the early  
commencement and rapid completion of  
the Toronto, Grey & Bruce Railway, they  
ought to be dispelled by the energy with  
which the promoters of the undertaking  
are perfecting arrangements to place the  
line under construction, and the willing-  
ness with which the municipalities that  
have voted bonuses to the enterprise, are  
making them available for the prosecution  
of the work. Between Toronto and Hol-  
ton, the line is permanently located, and  
we understand that it will be placed un-  
der contract in a few days, with a view to  
its construction this fall. Engineers are  
locating the road between Bolton and  
Orangeville, and as soon as the survey is  
completed, work will also be commenced  
on this portion of the line. Mr. C. J.  
Wheelock, and a staff of Engineers, are  
surveying a line direct from Orangeville  
to Mount Forest, and as soon as their la-  
bors are completed, contracts for the con-  
struction of that section of the road will  
also be let. From the energy with which  
the undertaking is pushed by the Com-  
pany, there is every reason to believe that  
the iron horse will arrive in Orangeville  
in time to take the crop of 1870 to mar-  
ket.

While the influential and wealthy ca-  
pitalists of Toronto, are putting forth  
every effort to secure the speedy construc-  
tion of this railway, the principal munici-  
palities which it is designed to serve, are  
extending to it all the aid in their power.  
On Friday the Councils of Orangeville  
and Moos finally read the By-Laws grant-  
ing respectively \$15,000, and \$15,000 in  
bonuses to the company, and on Saturday,  
the Council of Caledon finally passed a  
by-law granting a bonus of \$15,000 to the  
undertaking. An influential deputation  
from Toronto, consisting of Messrs. J. E.  
Smith, W. B. McMaster, N. Barhart,  
C. Belford, J. Jinty, and Messrs. Wragge  
and Bailly, the Chief and Assistant Engi-  
neers of the Company, attended the meet-  
ings, and very lucidly explained the pre-  
sent position and future prospects of the un-  
dertaking. Their explanations were very sa-  
tisfactory and encouraging, and complete-  
ly removed any objections that were ur-  
ged against a third reading of the By-Laws.  
The route of the railway through Cal-  
edon is located a little too far south to ac-  
commodate Eastern Mono as well as could  
be desired; but the deputation assured  
the Reeve and Council that, if the line  
could be constructed further north, with-  
out largely increasing the expense, the  
Company would cheerfully adopt it. This  
assurance, and the explanations of the En-  
gineers satisfied the Reeve and Council.  
The debentures of Orangeville, Moos,  
Caledon and Alton, will be imme-  
diately handed over to the trustees ap-  
pointed to receive them. Next Saturday,  
the Council of Amaranth will meet to ra-  
tify its grant to the railway, and we have  
no doubt that its ratification will be un-  
animous.

The Company has had great difficulties  
to encounter and many obstacles to over-  
come in bringing the enterprise to  
its present hopeful issue; but it has  
met everywhere—a portion of Grey and  
Bruce only excepted—with most marvel-  
lous success. Two years ago it appeared  
before a hostile legislature asking the ne-  
cessary power to accommodate the North-  
western Peninsula of Ontario with rail-  
way facilities; it was opposed by the exist-  
ing railway interests of the country, and by  
local and sectional jealousies; but it suc-  
ceeded in securing a charter, and a pro-  
visional organization. Since then it has  
kept its scheme prominently before the  
public, and overcoming the prejudice  
which existed in the public mind against a  
narrow gauge railway, has succeeded in  
raising the capital required for its construc-  
tion from Toronto to Mount Forest, in  
subscribed shares and municipal bonuses.  
Success like this is unprecedented in Can-  
adian railway enterprise, and affords the  
best evidence that could be given to those  
sections in Grey and Bruce that still adhere  
to the antiquated scheme of a line from  
Geolph, that if they are to be accommod-  
ated with a railway the Toronto Grey &  
Bruce Railway Company alone possesses  
the energy, means, and ability to supply  
it without the circumlocution of years of  
wearing agitation.

Mr. GATTS, ledger-keeper of the Bank  
of Montreal, in Hamilton, absconded on  
Friday evening. He is reported to have  
taken \$5,000 obtained by certified  
cheques, &c. He was pursued and ar-  
rested at Suspension Bridge, and on giv-  
ing back the amount taken by him from  
the bank, he was allowed to proceed on his  
way to Upper Canada's Dominion.

AN EARTHQUAKE occurred throughout  
Northern Arizona on the 5th of Sept.  
No damage is reported.

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