

Orangeville, Oct. 7, 1869.

MR. FRANCIS IRWIN has received a large assortment of dry goods, clothing, groceries, &c., at his store on Broadway, which we can recommend to intending purchasers. Give him a call.

THE COMMISSIONERS of the Guelph and Eramosa road let the toll-gates in their division on Tuesday. The gate next to Guelph was let to Robert Whyte for \$1,108, and the 2nd gate to Charles Byr for \$510.

PRINCE ARTHUR turned the first sod of the Toronto, Grey & Bruce Railway near Weston on Tuesday. The interesting ceremony was witnessed by a large concourse of people. The work thus auspiciously begun will, we hope, be prosecuted with unflagging energy to the close.

THE SIXTH EXHIBITION of the Agricultural Society of Mono, was held in Orangeville on Tuesday. It was well attended, and was both as regards the quality and number of articles exhibited, a great success. In our next issue we shall publish an extended account of the Fair together with the prize list.

PRINCE ARTHUR received a magnificent reception in Toronto, on Saturday; the people turning out en masse to welcome him. Nine splendid arcades were erected in different parts of the city, and the illuminations in the evening were splendid. The reception was most warm and enthusiastic.

A CASE of slander was tried last week at the assizes in Guelph. Mills and Smeltzer, both of Garsfraxa, met at a tavern on the Burgess and Douglas road, when Smeltzer without any apparent cause called Mills a rascal, thief, and sheep-stealer. Mills got a verdict for \$50 against Smeltzer.

TORONTO, GREY AND BRUCE RAILWAY.

A DEPUTATION from the Toronto, Grey & Bruce Railway Company consisting of Messrs G. Laidlaw and G. Jinty, attended the meeting of the Council of Amaranth, held at Farmington on Saturday, and after very lucidly explaining the present position and future prospects of the Company, got the By-law granting a bonus of \$30,000 to the Railway read a third time and finally passed. Some members of the Council fought hard to get the railway built through the center of the township, or to reduce the bonus to \$25,000, but finding that it would interfere with the arrangements of the Company, and probably delay the construction of the line, they withdrew their opposition and unanimously ratified the grant.

RAILWAYS IN THE NORTHWEST.

NOTICES are given in the *Canada Gazette* to the effect that an application will be made to the next session of the Senate

lition of pa
Mr. Gladst
with the P
"most dang
and brought
had the sat
the removal
disseminat
ued for son
chequer, b
he was a m
Governmen
went into
gacently o
State Chu
carried re
vor of the
ment of th
the resign
dissolution
liament ag
decided in
for the da
and, assum
carried th
comprehen
and disem
thus reme
the people
ted in vai
As an
perior and
a master
He is elo
and what
are inspir
as well a
the prime
a magnifi
lies before

CARD

THE
Agricult
held at
day, th
and was
Adjala,
There w
ed cattl
manufac
was not
vegetab
cellent.
a fallin
made, t
harvest
the har
drawn
in pure
and in
ral lin
them d
success
buildin
be in s
extent
of exhi
exhibit
it has
of tick
The
at exhib
their
differe
play o
mals;
ted by
comple
ted by
class.
more
beant

IES
&C.,

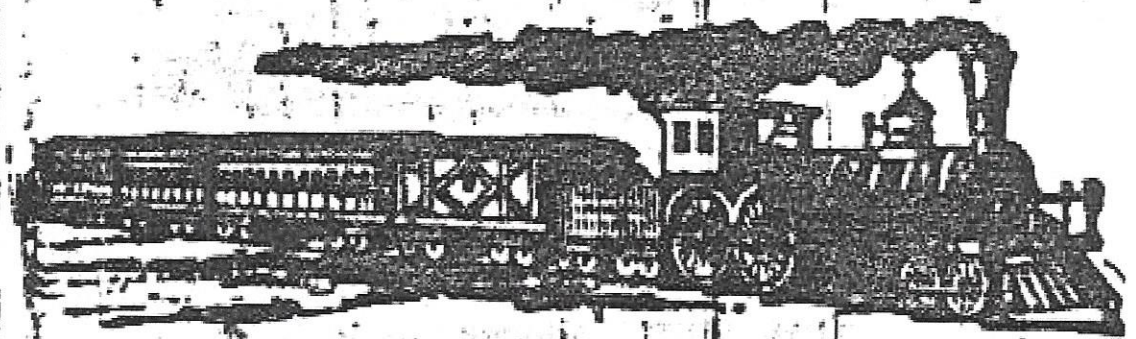
cannot be
practical ex-
carrying on
t of giving
him with
ne on the
YEARS.
25-v8-t

APER
les !
RNS,
ON'S
angeville.

17-45

ROMB-STONES,
MANTLE-PIECES, TABLE-TOPS
Or anything wanted in marble, as cheap as can be got
in the Dominion.
JULY 8, 1869.

ORR & LAWSON.
37-41.



TORONTO, GREY & BRUCE RAILWAY!

TENDERS

WILL BE RECEIVED FOR THE CONSTRUCTION
tion of the first section of the Toronto, Grey &
Bruce Railway, up till

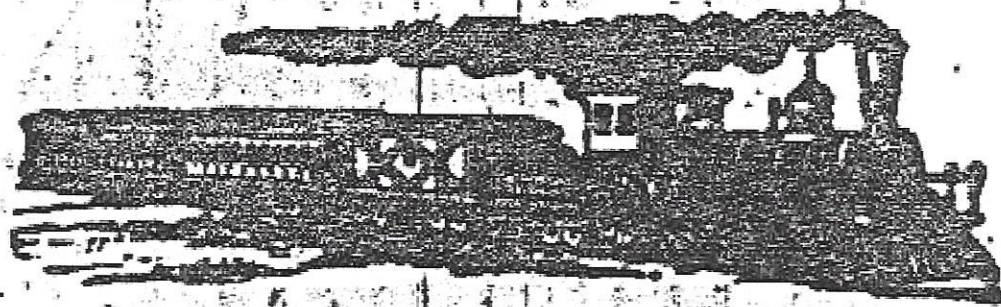
Friday, the 15th Day of October next.

Specifications of the work can be seen at the Com-
pany's Offices, corner of Front and Bay Streets, Tor-
onto, on and after the 25th of September. Tenders
must be addressed to the Secretary, and endorsed on
the outside with the description of work and the num-
ber of the section to which they apply. The Company
does not bind itself to accept the lowest or any tender.

W. SUTHERLAND TAYLOR,
Toronto, Sept. 10, 1869. [36-41.] Secretary.

OS Oct 14 1869

premium
anted
Oran
TO
Imj
THE
East
ON
Well
65
For
Mo
GE



NOTICE

IT IS HEREBY GIVEN THAT APPLICATION WILL be made by the Toronto, Grey & Bruce Railway Company to the Legislature of the Province of Ontario for an Act to amend the Act of Incorporation, and the Act C. 32, 32 Vic., amending the same, whereby the said Company may be authorized to expend the Bonuses in aid of said Company, granted by the Corporation of the City of Toronto, and granted, or hereafter to be granted, by any Municipality through or near which the said Railway is to pass, between the City of Toronto and Mount Forrest, or Arthur, in the construction of said Railway from a point on the Grand Trunk Railway at or near Weston, to Mount Forest or Arthur, or a point on the Garafraxa Road between Mount Forest and Arthur, less such amount as may be required to be expended between Weston and Toronto. Also to authorize the said Company to build any part of their said Railway to the west or north-west of the Township of Arthur, or Village of Mount Forrest, by sections; but no bonus granted by any Municipality to the west or north west of the Township of Arthur or Village of Mount Forest to be applied to any other section than that for which such bonuses are granted. And, also to authorize the ratepayers of any portion of Any Municipality, on or near the line of the said Railway, or any of its branches, to assess themselves for the purpose of granting a bonus or bonuses towards the construction and equipment of the said Railway. And, also, to extend the time for the completion of the said Railway.

W. H. BEATTY.

Solicitor for the Toronto, Grey & Bruce Railway Company.

Toronto, September 24, 1869

OS Oct 21 1869

"The Sun" as an Advertising Medium

is unequalled in the Dominion of Wellington, since and past. Published at the convergence of three Counties, it enjoys a wide circulation in each, and is the best medium through which the people of large and populous sections of country, almost wholly unvisited by other means, 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.

Printed, Cheaply, and Expediently Executed at the Sun Office, Orangeville, Ont. Books, Cards, and Posters, printed immediately after the receipt of the order. Bill-posters in all colors, & neatly bordered.

FAIRS.

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

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

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

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

BRAMPTON—First Thursday in Every Month.

DIVISION COURTS.

Name Held	Clerk's Name	P.O. Address	Next Court.
Orangeville	Gay Leslie	Orangeville	Oct. 1, 1886
Charlton	John Hartie	Calverton	Nov. 4, 1886
Mono	G. McManus	Mono Mills	Nov. 7, 1886
Elm	Wm. Tyler	Elm	Oct. 2, 1886
Bolton	L. W. Holton	Albion	Nov. 2, 1886
McMurr	Wm. Little	Mulmur	Nov. 3, 1886
Rockwood		Rockwood	Oct. 4, 1886

NOTICE TO SUBSCRIBERS.

The large circulation of *The Sun* rendering a more rapid method of addressing it to subscribers than the ordinary one necessary, we have secured a Mailing Machine by which the address of each subscriber with the latest 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 figure, thus: "John Smith, 1 Jan. 42, 1." means that John Smith's subscription commenced on the 1st of January, 1886, and that he owes us for subscription \$4, and "done" means that he has paid his subscription for that year. As our rate of subscription is \$1 invariably in advance, and if not so paid, all the ones will be charged to or \$11 not so paid, from their first step two after the lapse of one month, by which our readers can understand that they are charged the credit rates of subscription. As we shall abide strictly by this system those who wish to have it a yet by availing themselves of our advance rates should remit at once.

The Sun.

All Extraneous are Error, and the Truth Lies Between.

Orangeville, Nov. 4, 1886

THE GENERAL GOVERNMENT has decided to exact security from all its officers for the faithful and satisfactory discharge of their duties.

MR. J. W. KING, of Sherbrooke, has been appointed a Director of Penitentiaries, in the place of Mr. J. M. Fortes, promoted to the Wardenship of the Penitentiary at Kingston.

MR. JULES SCRIVER was elected by acclamation on Friday, to represent Huntington in the General Legislature, in the place of Mr. Rose, resigned. Messrs. Cantwell and Stuart were nominated for the Local Legislature.

THE COMMISSIONERS of the Intercolonial Railway have let the contracts for the grading of sections 8 to 12. The number of tenders received was 216, and the average price per mile of the lettings is fully ten per cent higher than that of sections 1 to 8, but competent judges think it is not yet within 25 per cent of the actual cost of construction.

THE RAILWAY CONTEST, which has been carried on with unremitting energy in Bruce for some time past, closed on Tuesday, when the electors voted a grant of \$250,000 in aid of the Wellington, Grey & Bruce Railway. This result, though adverse to the interests of the Toronto, Grey & Bruce Railway, instead of disheartening its promoters, or delaying the progress of the work, will have the effect of hastening its construction to the borders of Bruce, and once there we have no doubt township bonuses will be granted to secure its construction to the shores of Lake Huron.

THE RAILWAY TRAFFIC RETURNS for Canada for the month of September are published. The receipts of the

NARROW GAUGE RAILWAYS.

MR. WRAGGE, Esq., the Chief Engineer of the Toronto, Grey & Bruce Railway, passed over the line of that road between Bolton and Orangeville on Monday and Tuesday, and very carefully examined the route. Several deviations have been made from the original line through Caledon, at the instance of Mr. Wragge, by which the steepness of the grade in ascending the mountain will be considerably reduced, and great saving effected in the earthwork. The line has also been brought closer to the village of Paisley, in accordance with a promise made by the Directors to Mr. McManus, leave of Monday. The alterations made in the line by Mr. Wragge will effect a saving of several thousands of dollars in the construction of the road. During this week the line will be permanently located, by Messrs. Bird and Bailey, as far as Orangeville; beyond which Mr. G. J. Wheelock is prosecuting the survey to Mount Forest, with all possible despatch. We understand that the line will be placed under construction almost immediately, and that the reverse in Bruce will only have the effect of hastening the completion of the work.

The contracts for the construction of the Toronto & Nipissing Railway, from its junction with the Grand Trunk, at Scarborough, to the termination of the first section at Cobocook, has been awarded to Messrs. J. Ginty & Co., men of great wealth and long experience in the construction of Canadian and American railways. The line will be built for less than the estimate of \$15,000 a mile, and will probably be constructed as far as Uxbridge in time to remove the crop of 1870.

NORTH REUFREW.

In the electoral contest, now going on in North Reufrew, the interests of the present, and the consideration of measures for the future, are entirely neglected in acrimonious discussions on questions long since settled, and in idle disputations on subjects beyond the pale of public debate. False accusations are made against the candidates, who are too much engaged in refuting them to devote any time to the consideration of public questions, and who are probably in a temper that unfits them to discuss dispassionately any measure for the future; while the electors, whose passions sharpened, and excited by the most inflammatory appeals, have ranged themselves on the side of one candidate or the other, on the dead issues of the past, are indifferent to the questions of the present, and anxious only for the success of their leaders at the polls. If political contests are to be conducted in this manner—if, instead of affording the electors an opportunity to discuss the best public policy to be adopted, and to select the best men to give effect to the will of the nation, they become engines of discord, destructive of social order and good government, and subversive of the most valuable interests of the State, their approach must be regarded with national dread.

It is to be regretted that journals which wield a large influence over the public should foster and encourage this state of things, but there is evidently no remedy for it. *The Globe* is the chief offender, but the various oracles which it has produced in Canadian politics, some of which could only be tided over by changing the form of Government, should convince it of the folly of pursuing a course so fraught with danger to the best interests of the State. Malignant and personal abuse of Sir Francis Hincks, or the resuscitation of slanders which he refuted twenty years ago, will not determine his fitness or unfitness for the position of Finance Minister; and instead of these virulent attacks, we submit that *The Globe* should discuss his policy as a member of the Government, and his qualification to fill the office which he holds. These are the proper weapons for it to wield, and not the low subtleties which malice suggests and does not often scruple to employ. What Sir Francis Hincks may have realized from the investment of his private capital, or what offense he may have given the editor of *The Globe*, is not a legitimate subject for discussion, but whether his qualifications entitle him to the confidence of the electors as Finance Minister.

In pleasing contrast to the course pursued by *The Globe* and its followers, is the position taken by the Liberal Conservative Press on the contest in North

NEW ADVERTISEMENTS.

Ease and comfort—Lazarus, Morris & Co.
Property for sale—Benson & Meyer
Just Received—H. H. Smith.

The Expositor.

The Official Paper of the County.

FRIDAY, NOVEMBER, 5th 1869.

NEW RAILROADS.

No greater evidence of the general progress of the country could be had than the number of new railways in contemplation in Ontario.

The one of the longest standing is the Southern, or Erie & Niagara extension. This line, as is generally well known, is proposed to run nearly, or quite parallel with the Great Western, between it and Lake Erie. If built it must come into very lively competition with that road, not only for the local traffic, but also for the through American trade, which it is so well understood constitutes by far the most important part of its business; and eager as the people along the proposed line are, the Americans appear to manifest still more interest in the enterprise than do the Canadians. The original charter expires in a few months, in view of which a meeting of the Provisional Directors was held at the Technich House London last week. At this meeting some two or more propositions were heard from the representatives of American Railways with which it is designed to connect; and so favorably were they received that it was resolved that the next charter applied for include the necessary conditions, for their acceptance.

The railways however engrossing the most attention just now are the rivals, the Toronto Grey & Bruce, narrow gauge, and the Wellington, Grey & Bruce, broad gauge. These two projected enterprises are at present fighting, as for life, which in reality is the bone of contention, for there is no idea that two roads will be built so close alongside one another as the routes of those lie. The first mentioned is to connect the counties of Grey and Bruce with the City of Toronto direct but on a principle of railways that is new and untried in this country. The other which is already building so far as Elora, is to connect at Guelph with the Great Western, and Grand Trunk, by which, former, it is proposed to be run after being built. The contest is principally between the cities of Toronto and Hamilton each having voted heavy debentures in aid of their respective roads. The issue now remains with the people of Bruce and Grey; for the road which they are willing to aid by voting Municipal Stock in support of, will most assuredly be the one built. So far as our unprejudiced observation goes in the matter, we cannot but think that Toronto has acted very ungenerous, only in this matter. While we can very well understand the propriety of looking after local interests, we cannot reconcile misrepresentation of a rival with any code of morality or even-handed justice. The position of these two projected roads is such that, when the success of the Toronto road will run the entire trade into that city to the absolute exclusion of Hamilton, the converse is not the case. We hold that Toronto, which prides itself upon the Queen city of Ontario, and that seeks the patronage of the whole Province should, in common decency, treat all parts of it with fairness. Whether Hamilton has misrepresented things in connection with the Toronto road, we shall not consider at present, for conditions and all as that city may

pass, is a great desideratum, and the certainty of its coming about is positive.

The Muskoka district is also at fever heat on the Railroad question. Ojila appears to be headquarters, and at this place a small amount of interest has lately being manifested at the several meetings, by the advocates, on the one hand of a Toronto connection, and on the other of a Port Hope. The Toronto Press has, of course, cast its weight in the Toronto side. This time, however, we believe rightly, and were it not that it always manifests a degree of selfishness when that city is under consideration, that rendered it no authority on the question, it would doubtless be endorsed by the dispassionate in the present instance. Thus a Railway is much needed for the opening up of this district, there can be no doubt, but we certainly incline to the belief that a branch from the Northern would be the better means of securing it.

P. S.—Since the above was in type the vote of the people of Bruce have been taken on the by-law for supporting the Wellington Grey & Bruce road, which has been carried by a large majority.

If you want a private patient—lower your rank get up a club for the "Globe and Expositor." See advertisement.

THE RECONSTRUCTED CABINET.

For the first time since Confederation the Cabinet is complete. Strange, in the public interests have not suffered for the past two and a half years, what there is for the new Ministers all to do! We believe the public interests have suffered during that time, but not, we fear, for want of Ministers, but rather because of those we had. The fact of the matter is, that were the best men possible selected for the Cabinet, there would be too many of them, which makes it infinitely bad when filled by such men as those whom Sir John usually delights to honor. The London Advertiser very aptly remarks:—

"The arguments against having so many as thirteen Ministers in the Cabinet of Canada are not exclusively pecuniary. In a large Cabinet sectional opposition is not easily avoided. As it is now Ontario gets five Ministers; Sir G. E. Cartier chooses four; and New Brunswick and Nova Scotia claim two each. When it is remembered that the Central Government has only with national questions, not local ones, strictly sectional representation in the Cabinet cannot be regarded as in any respect essential. With a smaller Cabinet, there would be less difficulty in choosing the best men for the few positions really necessary, regardless of the part of the country in which they reside. Seven Cabinet of Ministers are sufficient for the United States, with its thirty or forty millions of inhabitants, and its gigantic wealth and enterprise. Struggling Canada, with only four millions of people, must have no less than thirteen."

The following is the Ministry as reconstructed:—Premier and Minister of Justice—Sir John A. Macdonald, K. C. B. Minister of Militia—Sir George E. Cartier, Bart. Minister of Finance—Sir Francis Hincks, C. B., K. C., M. G. Minister of Customs—Hon. S. L. Tilley, C. B. Minister of Public Works—Hon. H. L. Langevin, C. B. Minister of Internal Revenue—Hon. C. D. D. Minister of Marine and Fisheries—Hon. Peter Mitchell. Minister of Agriculture and Statistics—Hon. Joseph R. Burdon. Secretary of State for the Provinces—Hon. Joseph Howe. Secretary of State of Canada—Hon. Alex. McRae. Postmaster General—Hon. Alex. Campbell. Receiver General—

SEAFORTH
EXPOSITORNOV 5
1869

Cont'd

SEAFORTH EXPOSITOR

Nov 5

1869

include the necessary conditions, for their acceptance.

The railways however engrossing the most attention just now are the rivals, the Toronto Grey & Bruce, narrow gauge, and the Wellington, Grey & Bruce, broad gauge. These two projected enterprises are at present fighting, as for life, which in reality is the bone of contention, for there is no idea that two roads will be built so close alongside one another as the routes of those lie. The first mentioned is to connect the counties of Grey and Bruce with the City of Toronto direct but on a principle of railways that is new and untried in this country. The other which is already building so far as Elora, is to connect at Guelph with the Great Western, and Grand Trunk, by which, former, it is proposed to be run after being built. The contest is principally between the cities of Toronto and Hamilton each having voted heavy debentures in aid of their respective roads. The issue now remains with the people of Bruce and Grey; for the road which they are willing to aid by voting Municipal Stock in support of, will most assuredly be the one built. As far as our unprejudiced observation goes in the matter, we cannot but think that Toronto has acted very ungenerously in this matter. While we can very well understand the propriety of looking after local interests, we cannot reconcile misrepresentation of a rival, with any code of morality or even-handed justice. The position of these two projected roads is such that, while the success of the Toronto road would run the entire trade into that city to the absolute exclusion of Hamilton, the converse is not the case. We hold that Toronto, which prides itself upon the Queen city of Ontario, and that seeks the patronage of the whole Province should, in common decency, treat all parts of it with fairness. Whether Hamilton has misrepresented things in connection with the Toronto road, we shall not consider at present, for ambition and all as that city may be, it is not so pretensions as Toronto nor does it claim the same amount of outside support, but lives more within itself; hence even if Hamilton had gone the same length as Toronto in this particular, it would not be so culpable. But whichever of the two schemes may ultimately be consummated it is sufficient for us to know that it will be of incalculable benefit to the fertile counties of Grey and Bruce.

The Nipissing Railway, also narrow gauge, is if not actually under construction, very near it. The opening up of a railway, through the section it will

for t
ther
do I
have
not,
but
The
the
Cabi
them
wher
wher
hono
uply
many
bire.
pres
tion
As
is
and
the
ment
ment
not
set
gale
a su
diffi
the f
gard
whic
iers
with
h it
ente
only
no le
Th
const
Justi
C. B.
A. C.
ir F
Minis
ley, C
—Ho
ter of
lin.
ies—l
A gric
R. Be
Provi
or far
M. ri
Alex.
H. C.
dir. C.
The
cal cin
Benso
observ
able of
hands.
such I
can be
they w
d. wh
If
get it
m...

A RAILWAY CONVENTION.

A CONVENTION of the Reeves and Councils of Mount Forest, Egremont, Normanby, and Arthur, was held at Mount Forest, one day last week, for the purpose of adopting some plan for united action in aiding the construction of the Toronto, Grey & Bruce Railway. *The Examiner* says that the convention having heard explanations from Messrs. Laidlaw, Baxter, and others, in reference to the prospects of the railway, decided upon submitting by-laws granting bonuses in aid of the Toronto, Grey & Bruce Railway in the Townships of Egremont, Normanby and Arthur, the by-laws to be voted on by the ratepayers at the elections in January, 1870. It is hoped that the by-laws will be carried by large majorities.

OS Nov 11.
1869.

AMERICAN TELEGRAPHS.

ORANGEVILLE, ONTARIO

TORONTO, GREY AND BRUCE RAILWAY.

Mr. WHEELLOCK AND STAFF returned on Monday last, having completed the survey of the "direct route" of the Toronto, Grey & Bruce Railway between Orangeville and Mount Forest. The route, we understand, is a very desirable one, having but little excavations or embankments, except where it crosses the Saugeen and the East and West Branches of the Grand River, and even these points present no obstacle to the construction of the road. This section of the line is a little over 29½ miles long, being in length scarcely half a mile in excess of a straight line between Orangeville and Mount Forest. The survey has been completed by Messrs. Wheellock and Strong, with the assistance of seven working hands, in less than two months from its commencement, and considering the inclemency of the weather, and the roughness of a portion of the country traversed, the work must have been prosecuted with considerable energy and perseverance. We understand that the enterprising people of Mount Forest and vicinity are jubilant over the prospects of the Narrow Gauge, and confidently expect ere long to be greeted with the welcome music of the steam whistle in their thriving village. — The farmers residing on the line of survey are not less confident as to the final success of the enterprise. We are assured that the bonuses to be submitted for the Narrow Gauge in Arthur, Egremont, and Normanby, are certain to carry by a large majority, and on the whole we may calculate that the T. G. & B. R. is fast progressing, and under the efficient management of Mr. Shanly, we may look forward to its speedy construction.

ized o
manki
carrie
Lang
of bel
the ri
learn
the su
tem o
in dec
on E
whic
feetly
at fir
sonic
and t
have
Euro
can i
ment
expre
ters;
by s
are h
ment
inten
this
direc
the n
gin c
insta
whic
Ethi
inter
Babi
THE

W
the
Shir
pois
wou
the
mal

OS
Dec 2,
1869

meeting. Tea will be served at 4 P.M.
Tickets 25 cents, children half price.

Mr. FRANK SHANLY, the contractor
for the Toronto, Grey & Bruce Railway,
will meet parties wanting to tender for
the clearing, grubbing, trestle bridges,
culverts, cattle-guards, ties, &c., on the
line of the railway between Weston and
Arthur, at Orangeville, on Thursday the
2nd of December. We are pleased to
be able to make this announcement, as it

looks like work.

OS Dec 2, 1868

MR. SHANLY IN ORANGEVILLE.

Mr. FRANK SHANLY, the contractor for the Toronto, Grey & Bruce Railway, visited Orangeville on Thursday last, in company with his Engineer, Mr. W. H. Ellis, and his Superintendent, Mr. McLennan, for the purpose of letting contracts for ties, timber for culverts, bridges, &c., clearing the roadway and grading the line; but though a large number of persons met him at the Town Hall with a view to tendering for the work, very few applications were received, and even these were so exorbitantly high that they could not be entertained. Some of the tenders for ties ranged as high as forty and fifty cents per tie, and we are informed that tenders for other work were equally high. Under these circumstances, Mr. Shanly resolved to set men at work himself, and accordingly purchased a large bush in Caledon, in which several gangs are at work getting out ties and timber for bridges. At the Humborg three large gangs are excavating the roadway, and we understand that grading will be commenced in Caledon next week, and prosecuted with vigor during the winter. There is no reason to doubt but that the line will be completed between Weston and Orangeville in time to move next year's crops.

The friends of Mr. Shanly availed themselves of his visit to Orangeville to entertain him at a social party at the "Paisley House" in the evening. The entertainment, though got up on short notice, was excellent, and did great credit to Mr. Paisley. About forty persons were present, among whom we noticed Mr. Anderson, Mr. Fletcher, Mr. Barker, Mr. Wheelock, Mr. McKittrick, Mr. Parsons, Mr. Frank, and several other leading citizens. Mr. J. Anderson presided, as chairman, and Messrs. Shanly, and Ellis occupied seats on his right, and Messrs. McLennan and McDonald on his left. After the wants of the "inner man" were satisfied, and the usual loyal toasts disposed of, the chairman in a few appropriate remarks, proposed "Our Guests" which was received with applause. Mr. Shanly responded, thanking the company for the hearty manner in which they had received the toast, and assuring them that ere the close of 1870, he hoped they would possess what they all so ardently desired, direct communication by rail with Toronto. Messrs. Ellis, McLennan, and McDonald also responded in appropriate terms to the toast. The remarks of Mr. Shanly and his associates were received with applause. Mr. S. H. McKittrick proposed the "Toronto, Grey & Bruce Railway," responded to by Mr. O. J. Wheelock, O. E., who gave an interesting account of the survey of the line between Orangeville and Mount Forest, and dwelt with good ef-

city, and
Wheelock
ble route, b
Forest ca
through a
lie in the
due to th
and sagaci
Now th
our villag
the Direct
to a decis
This don
ly progr
not far di
with the
opr mids
intelligenc
Mount F

Ne

A Co
Craigow
on a larg
early sea

Const
had his
Wednesd
ried, and

Liste
a race cl
cured, a
cing a d

THE
decided
\$400 de
pecting
in 1867

Nior
erich or
for the
mother
Never
punish
crime

Wri
Lond
past b
handsc
bor.
transf
en, w
Mary,
posed
in rev
horse
imple
with
stand
again
ing fr
was l

OS
Dec 16
1869

foot on the importance of the railway as a public work. Several volunteers followed; Mr. Stone responding to the "Agricultural Interests," proposed by Mr. Parsons; Messrs. Fleisher, Andersen, and Parsons to the "Mercantile Interests," given by Mr. Munro; Mr. Barker to the "Legal Profession," proposed by Mr. J. Foley; Mr. McDonald to the "Ladies," given by Mr. Barker; Messrs. Foley and Munro to the "Press," given by Mr. Fleisher; and Mr. Paley to the "Host and Hostess." Mr. McMurray during the evening favored the company with two songs which he rendered with good effect. At a late hour the company separated, carrying with them many pleasant recollections of the evening's entertainment.

THE SURVEY COMPLETED.

THE SURVEY to determine the possibility of a direct route for the Toronto, Grey & Bruce Railway between Orangeville and Mount Forest, was finished on Saturday last, the line terminating a short distance to the west of Wellington street, on Park lot No. 4, the property of Mr. J. M. Crawford. A better site for a station, or one that in our opinion would have been more generally satisfactory to the inhabitants of this place, could not have been selected.

In company with Mr. Swan our Reeve, and many influential inhabitants of Mount Forest, we had the pleasure of a short interview with Mr. Wheelock, the engineer, and his assistant, Mr. Strong, both of whom have given much satisfaction in answering the numerous questions addressed to them regarding the practicability of crossing the Luther marsh, and the general adaptability of the route, &c. We understand that it was the intention of the people of Mount Forest to invite Mr. Wheelock and his staff to a little festivity, in the shape of an oyster supper, and we much regret that their hasty departure frustrated the hospitable intentions of our villagers; Mr. Wheelock having remained only a few hours here, owing to previous arrangements having been made to convey himself and staff homeward. However, the short stay made by the party was convivial and pleasant in the extreme, and after entire assurances had been given by Mr. Wheelock, not only as to the practicability of the direct route as surveyed by him, but also as to its cheapness in construction, and the consequent probability that the company would adopt it; and after many toasts had been given to the success of the "narrow gauge" and its promoters, numerous "jokes went round, and harmless chat," and the party separated, pleased with the evening's entertainment, and impressed with the certainty of the speedy construction of the Toronto, Grey & Bruce Railway to Mount Forest, either by one route or the other.

The route surveyed by Mr. Wheelock runs direct from Orangeville to lot 7 in the 7th concession of Amaranth, where it makes a small curve northward and crosses the east branch of the Grand River, and runs thence direct to lot 12, 10th Con. of Amaranth, then curving a little to the south it crosses the main stream of the Grand River on Lot 30, 6th Concession of Luther, running a direct course therefrom to Lot 1, 6th Concession of Arthur. It then curves slightly to the north to strike a deep ravine on Lot 6, 4th Concession of Egremont, crosses the Saugwen, and slopes up its north-western bank to the high table-land of Mount Forest, and thence on the same course to its termination.

We have been assured by those well acquainted with the natural features of Mount Forest and the country in its vicinity, that the route adopted by Messrs. Wheelock and Strong is not only an eligible route, but the only one by which Mount Forest can be approached from the east, through a succession of difficult hills which lie in that direction, and much credit is due to the engineers through whose skill and sagacity this route was effected.

Now that this preliminary survey to our village has been concluded, we hope the Directors will lose no time in coming to a decision as to which route to adopt. This done we look to see the work speedily progressing; and we hope the time is not far distant when our ears shall tingle with the neighing of the "iron horse" in our midst—the harbinger of increasing intelligence, wealth and prosperity to Mount Forest and its vicinity.

BELLEVILLE
of rowdyism
the shoest
young cler
some pers
ed the nec
cover.

THE G
by tender
scold on
Melady, n
carpenter
Goderich

DAVID
ed to den
passing a
ly he was
had in hi
lightning,
two posts
was unus

JOHN
and leg f
machine,
ping over
it appear
and ero t
unfortun
around tl

BONNIE
—The (unanimous)
\$200,000
Company
January.
themselves
with the
law on l
the May

BURGESS
John T.
Townsend
by borin
taining:
of \$1,30
and the
robbery
one acq
apparen
kept his

THE
to learn
throat i
civility t
certin
of med
that it i
be very
and see
wet. l
the syst
especia

THE
Wester
train o
York.
sident
Bracks
They
Esq.,
Price,
and w
nes, R
the co

A M
and re
Tuesd
a friet
pocket
Bank
having
Mr.
what
be we
friend
in ord
He h
callin
found
him,
clear

TH
—A
ber 2
spire
at St
Port
won't
Gove
resid

T
on it
453,
C

Cont'd

08

Dec 16

1869