

DEVONSHIRE HOUSE.
1870
JOHN TUCKER,
BOOT AND SHOEMAKER,
DEALER IN
GROCERIES
AND
PROVISIONS
BOOTS & SHOES, COAL OIL.
CORNER OF DIVISION AND SCROPE
STREETS.

FARM PRODUCE

Taken in Exchange for Goods
Made to Order, big or small,
Boots and Shoes for Spring and Fall,
Ladies' Gloves, Handkerchiefs, etc.,
Children's Shoes with Copper toes
Leave your measure, and I say,
When you get them, leave the say

Open Saturday, Feb. 21, 1870. 572 B.



Owen Sound Advertiser

Owen Sound, October 13th, 1870.

THE RAILWAY.

The Directors of the Toronto, Grey and Bruce Railway are about to make a final offer to the people of this County. They propose to build and equip the road to this Town, from Arthur, within the next sixteen months. But in order to do this, that portion of the County directly interested, will be required to make a grant of four hundred thousand dollars, by way of bonus. This sum, at the first glance, may appear too large, and the burden which its payment will impose on the ratepayers may seem too great. But, to any one who will take the trouble to make an estimate of the benefits which will accrue to the country intersected, it will bear a very different aspect. We are certain that if the farmers of that country were to consider carefully the advance in the price of their produce, which a railway would create, they would gladly contribute the required sum. There are many who doubt the advantages of a railway to this Town. But we have not met any one so lost to reason and common sense, as to doubt its usefulness to the country. Not only would the price of produce be increased, but other and newer sources of wealth would be induced and created. At the present time, there is a vast quantity of elm timber going to waste in the interior of the County. The profit arising from the sale of this single article, will alone pay the bonus offered. In the last year timber has been hauled some sixteen and twenty miles inland, to the waters of this Bay. Those who were engaged in making and raising such timber, have stated to us, more than once, that in the event of railway communication they could and would pay some ten dollars per thousand more to the land owners. But the lack of such communication not only decreases the price paid to the land owner and settler, but it prevents the majority from rendering available any part of their forests. Then again, consider the loss which occurs in the article of cattle. A buyer cannot afford to give an adequate price for a beast which he is obliged to drive a hundred miles or more. His own time is lost. The price of that must be paid by the breeder—he gets by so much less for his cow. The animal loses flesh and weight. Allowance must be made for this. That must also be deducted from the price paid. The farmer, in short, is paying a heavy sum for the reason of the lack of a railway.

Now, then, we would advise the people to vote the required grant, and end this sort of thing. The Reeves of the various townships interested should, without delay, act in the matter. The Directors are ready and willing to enter into a contract for the immediate construction of the road, on the conditions we have above stated, and they should be met with equal readiness by the people.

REFORM ASSOCIATION.

T. G. & B. RAILWAY.

To the Editor, of the Advertiser.

The election of a new Board of Directors has put new life into the Toronto, Grey and Bruce Railway; and I understand that it is now intended to at once proceed with its construction through to Owen Sound. The opponents to this part of the scheme were defeated, and the new Board are unanimous in their determination to proceed forthwith. To carry out their wishes, financial difficulties have to be overcome; but the management is in the hands of those who can, and will overcome them. It is, however, to be understood, that the municipalities interested so vitally in the construction of the road, must come forward with liberality, and give to the Directors all the aid they require. The bonus of \$400,000 from the several municipalities must at once be given, and the Directors and Contractor will guarantee the completion of the road at Owen Sound in sixteen months. Though the sum asked for may appear large, it is only equal to the Gravel Roads secured a heavy item in the early days of the County; but who now regrets that expenditure? And what, at this day, would the County be, had not that expenditure been made? The annual payments have not been found a grievous burden; and there is now lying in the treasury \$200,000 awaiting the maturity of the debentures. The municipalities would, therefore, in my opinion, be very blind should they allow the apparent magnitude of the sum to weigh against the magnificent results which must be attained by the construction of a railway through their centres.

Hollar
The 1 of Holl worth bited w quality, but sul
Span
2nd Jc
Span
Murk
Brou
Beatt
Twe
Taylor
Mareu
Ons
Frost,
Colt
2n A
Heat
kiss, 2
Aga
Malke
Two
Alex,
Yea
Thom
Bull
Mack
Yok
2nd J.
Thr
2nd A
Mib
Brev
Tw
2nd J.
Yes
2nd T
Hei
Bret
Rai
Boatt
Rai
Pai
geaq
3rd J.
Pai
Boatt
Ew
Kelly
Bo
Sor
Sp
Sp
Du
lut p
Bu
Sur
Uj
Cain
Cain
Bi
Alex
John
Bi
1st
Bi
2nd
B
B
Can
B
Can
P
2nd
B
2nd
B
Wit
B
Koa
S
2nd
T
H.
S
Gre
I
Wa
I
Day
F
J
Du
var
ma
U
Ga
Ca
T.
bo
Ca
2n
b
W
S
Jo

EDITORIAL SUMMARY.

PAISLEY has raised, by public subscription, the sum of \$150 for the purchase of instruments for a Brass Band.

Messrs. Miller & Massou, of Rivetsdale, County Bruce, have got a new Steam Saw, will in operation, in the place of the one burnt down last spring.

A DOMINION Board of Trade was organized at Montreal last week. The annual meetings will be held on the third Wednesday in Jan.

A serious fire took place at Thorold on Friday last. The cause of the fire is supposed to have been that old incendiary—the ash-barrel.

The following information will be useful to many:—A barrel of flour weighs 196 pounds, a barrel of pork 200 pounds, a barrel of rice 600 pounds, a keg of powder 25 pounds, a firkin of butter 56 pounds, a tub of butter 84 pounds. The following are sold by weight per bushel:—Wheat, beans and cloverseed, 60 pounds; corn, rye and flaxseed, 55 pounds; buckwheat, 52 pounds; barley, 48 pounds; coarse salt, 85 pounds.

The *Daily Globe* now claims a daily circulation of 24,000 copies.

Collingwood is to have a new brass band.

A grey owl flew twice through a church in Stratford during the time of evening service. The minister thought it had come in to prey.

“Peter’s Musical” for October is to hand, and, as usual, contains some very choice pieces of music. The song, “Papa, come help me across the dark River,” is particularly noticeable 539 Broadway, N.Y.

Female teachers in the Ward Schools of Hamilton resort to the nice little dodge of “feigning” sickness, so as to absent themselves from their duties, and attend picnics and parties. Creditable, certainly.

Three Hamiltonians accomplished the voyage from Hamilton to Toronto, during the Exhibition, in a row-boat in ten hours, notwithstanding a stiff wind and head sea thwarting their progress.

A man named Robert Davis has been lodged in Fredericton jail charged with murder. He had a quarrel with another man, and, drawing a pistol, shot him dead on the spot.

Bears are very numerous in the township of Minto, and hunters are preparing for a fall campaign against them. Mr. William Scott, of that township, trapped a fine, old

Mount Forest, Oct. 20, 1870

BALIWAY BY-LAW.

The vote upon the above By-law, granting aid to the Toronto, Grey and Bruce Railway Company, to the amount of \$20,000, will be taken in Evans' Hall, on Monday next. We are of the opinion that only a few votes will be recorded against the By-Law, but still it would be well for those favorable to the road to go and poll their vote in favor of the grants. The railway question has now passed down to the nice point of voting the by-law or no railway. The argument used by its opponents, that the amount is too large, we admit is a very serious objection, but with it to this village to either wait a number of years longer, in the same state of business inactivity that we have experienced lately or even, what is worse, allow it to go north or south of us and thereby cut us off entirely. We know not. We must have a railway and that as soon as it can be secured, and the impetus it will give to all kinds of business will make up for the extra amount of taxation it will incur.

We have heard it argued that it is proper to vote the by-law, now that the Council of Arthur had refused to ratify the one carried by the people in the township. The refusal of Arthur, we suppose, is only temporary, there being some members of that Council and especially the Reeve, that wish to act in honesty and straight forward with the company, and we have not the least doubt that the rest of the Council will see the folly of the course taken at the pre-legal meeting held last week. But area should they still persist in their refusal it does not affect us in the least, we have only to vote the aid required and we shall get the road come from the east or south, and we can afford to allow the people of Arthur to act as they will in the premises. The road is not far advanced from the Grand river to our Arthur village, but it would beg the directors to divert the road in a more northerly direction, thus leaving the village and township of Arthur to the south. The original plan of the road running from Orangeville to Mount Forest would suit this village equally well, (if not better) than a road from Arthur, but still we would not like to see those in Arthur who desire to act honest and upright in this railroad matter, shut out and very materially injured simply on account of two or three selfish individuals who have been laboring in for the delusion that they were secure of the railway at Arthur, without further it.

It is expected that the rails will be laid up to Alma station this week.

Read J. W. Patterson's advertisement in the issue.

Mrs. Goodall and Ross have the & etc. to

the interest and making good the School debts.

A special meeting of the County Council of Grey is to be held shortly to consider the proposition of the Toronto, Grey and Bruce Railway extension to Owen Sound.

The Bazaar in Evans' Hall, yesterday under the auspices of the Ladies of Grace Church, was largely attended. The proceeds netted were about \$50. Quite a large number availed themselves of the opportunity of refreshing themselves for twenty cents.

The township Council of Arthur had a special meeting to-day (Thursday) at Thomas' Hotel to consider the railway by-law. Should they not ratify the by-law orders have been received to stop all the works on the Arthur Section.

Association have organized for the winter campaign. The entertainments will consist of Lectures, Readings and Concerts. The last of the Regulars from Red River arrived at Collingwood on Monday last. The Christian Guardian says, that Commodore Vanderbilt has just given \$50,000 for the purchase of a building in New York, and deeded it to the Rev. Dr. Jesus, for the use of public Worship. The church is to be undenomination. The printed programme states the purpose and plan of the Church in the following words:—The Church of the Strangers is a Christian Communion, composed in part of persons who have left members of the Episcopal Methodist, Baptist, Presbyterian, Congregational, Lutheran, and other denominations, and in part of those who have made a confession of faith under the ministry of the Pastor. We believe ourselves to be the first "undenominational Church" established in America, "on the basis of faith in the Apostles' Creed, our ritual is simple, our communion open, and our scale not all green.

We are at war with no existing denomination of the Christian Church, but are

advancing to supplement the labors of others, and are at perfect peace with all in "Love our Lord Jesus Christ in sincerity." Our aim is to demonstrate the practicability of Christian unity, to keep up a free Christian Church in this city, and to furnish a Sunday home for straying &浪人 pleasure or business mat-

tters to the metropolis. The

ergus News-Record says:—Taxes on

logs are fixed this year at nineteen-

and-half mills in the dollar.

In Monday night, (Oct. 1st), some

or persons cut the boom which

suspends bridge across the river above the

St. David Street bridge Fergus, and let

out a quantity of saw logs belonging to

Mr. Charles Key.—Mr. John

Bach, Esq., Fergus, contemplated start-

ing in the grain business, and is going to

rent a large two story granary at the

station.—The Mercury says

that a young lad named Birl attempted

to jump upon an engine passing Ac-

on Station, and slipped, his two legs

greatly mangled and will have to be

amputated.—The Telegraph

says that small fox prevail to an alarming extent in the Red River district.

The Durham Chronicle says

that some ten or twelve families in the

village of Hasover have been relieved of

articles of clothing, amounting in the

aggregate to \$200, one suspected person

has been brought up on suspicion before

G. Jackson Esq., late discharged, no

trace yet of the thief or thieves.

A skating rink in Durham for the com-

ing winter is talked of.—The

Pattley Advertiser says, that on the night

Saturday the 8th inst. A large

bear visited the premises of Mr. Black-

burn of Ellesmere, and made a raid upon

his pigs. Mr. Blackburn was awaked by

his noise scared his gun, and shot

him, killing him instantly. His bear

ship measured 3 feet 3 inches in length.

Each class.

The Board of School Trustees

have engaged the services of Mr. J. C.

Elliott, from Intervale, as Principal of

the Central School. Mr. Elliott holds

first class 14 certificates from the

State Schools.

Mr. John Gordon President of

the T. G. & H. R. company and Mr.

Stanley the contractor were in town on

Friday evening. They proceeded on the

way to Owen Sound that night their

is supposed to be in existence to the

County Asylum extension.

school house
All the mem
in the chair.
Moved by
Mr. Dunbar, T
the sum of save
the Ontario £
months, giving
by the Council
copy of this
to. Carried.
The Council

The regular
adjourned
7.30 p. m.
Present.—T
nd Council
Dunbar.
Minutes of
special meetin
The chairm
the following:
Your comm
est having ex
expenditures
year and so
amounts for th
g leave to r
be introduced
ing rates be b
et amogus:
Board of Sch
school expe
and sinking f
live wills; co
milk; village
school depriv
making a tot

Report 2.
With leve
luced a wif
is stated inc
daly file
passed, sign

A by-law
appointment
which was
and on moti
of the whil
Court. Stavel
being partly
behalf of th
to set again
granted.

The Rev.
Bridge Com
follows:

Your Cor
payment of
To John
es, on Main
on Main St
various gro
\$10, jo's on
leaves filling
hole on Ma
362; Char
362; Char

The Rev.
Bridge Com
follows:

Your Cor
payment of
To John
es, on Main
on Main St
various gro
\$10, jo's on
leaves filling
hole on Ma
362; Char
362; Char

Above
R. Ch
an Ben
N. W.
McK
Smith
L. S.
D. M.
C. M.
F. M.
J. M.
P. M.
L. M.
J. M.
L. M.
J. M.
L. M.

R. Ch
an Ben
N. W.
McK
Smith
L. S.
D. M.
C. M.
F. M.
J. M.
P. M.
L. M.
J. M.
L. M.
J. M.
L. M.

The
ain
et in

THE CONFEDERATE.

Mount Forest, Oct. 27, 1870.

THE RAILWAY BILL.

The vote upon the Railway, by-law, was taken in Evans' Hall on Monday last, and you as we anticipated, a very tame affair. The general feeling throughout the community being that we want the railway, and more in proportion than township municipalities have been asked to vote, yet the opposition to the amount has so swelled down, that only two votes were recorded against the by-law. The vote standing at the close of the poll, 52 years and 2 months. As soon as the "bill" can be prepared in accordance with the agreement entered into with the Board of Directors, the council will meet and rally the by-law and hand over the documents to the trustees, and we now hope the directors will push on the work in the interests of Arthur, as much as possible this fall, so that the road can be opened early next summer.

The Arthur By-Law.

As will be seen by the minutes of Arthur Council in another column, a special meeting was held at Thomas' Hotel, O. B. H., for the purpose of considering the question of ratifying the railway by law, voted by the ratepayers. After some objections as to the payment of stock interest were amply satisfied, the law passed its third reading, and the document handed over. We highly commend the patriotic course of Arthur, who have acted in so strict a spirit of honest and hearty manhood for the welfare of the country and this municipality.

The Surveyor.

The Surveyors that have been laying off the route of the railway from Arthur to this place have arrived at this end of the line, and their report is very favorable to the construction of the road in this special point. No very heavy cuttings or embankments or bridging of any kind until they reach the river at this point.

The route after leaving the station ground at Arthur village bears north west nearly parallel with the Owen Sound road, keeping a few rods back until coming to Bell's Creek. It then crosses the gravel to the west side of the road, then runs the road closer to within 100 yards of the creek. At about this very great, large number being taken in the mouth by the farm, it takes off North more gradually, until it reaches Martin's dam. On this ground was laid out and ploughed some time ago, a portion of it by Mr. G. C. McLean, a man of great energy and enterprise, having a house built on Queen Street, and a small garden in front of his house. Of course the station is not located yet, but it is generally supposed that it will be on Queen Street.

Remember the auction sale on Friday.

Mr. J. W. Davy's at the "Linden House" for McAdam and Organs.

Train on the W. G. & B. R. start from Fergus each day at 6 a.m. 12 noon; and 3.40 p.m.

The proprie^t S. G. was destroyed by fire, at Port Hope, on Monday last. Loss \$40,000.

The town of Belleville has granted a bonus of \$100,000, to the Grand Junction Railway.

G. Woodland extends a general invitation to call and get a good view of the new advertisement.

See W. T. Hall's new advertisement in this issue, you can testify that he keeps on hand good, sardines, Cal and get a box.

Mr. W. G. Kennedy notifies by post that his Steam Grist mill will be in operation next week. He is prepared to give general satisfaction.

Mr. K. G. Kennedy has a long Island Boat that he will take a boat something larger than his boat. It measures 15 inches in length and 20 inches in diameter.

Montgomery Advertising Agency are a great advantage to both advertiser and publisher. That of Geo. F. Howell & Co., No. 40 Park Row, New York, is considered by many the most complete establishment of the kind in the United States.

Another terrible hurricane has swept over Cuba, scattering and destroying everything in its course. Nearly two thousand people lost their lives, a great number of cattle were killed, several houses were wrecked and hundreds of houses and other buildings demolished.

Farmers will take notice that the field held at Mr. Thomas Wilson's Hotel on the Owen Sound Road, the day before the Mount Forest fair is well suited to buyers and price.

and the Atlantic States. In no place the which was very high, while at others it was very low. But though in its effect it has been on the whole very mild, as compared with those terrible cyclones of nature of which we have an example taking place in tropical countries, yet it has had the most wide spread and of a more general character than has occurred in this part of the American Continent, for many years. In this village we have not had it of late years, though several parties who bearing of the shock from other quarters can now reflect the wavering and quaking motion in this house.

It has been felt in all parts of the country.

The Paisley Advocate says: That a

Clothes Factory is talk of in the vicinity of Paisley..... A public

meeting is to be held in Paisley, to

choose persons to compose a band in that place. From the Dunbar

Chronicle it is known that snow fell in that

place on Thursday morning last. —

From the Newark Standard we are

told that on Sunday 10th inst., a Mr. and

Mrs. Lawrence of Salem, went to church

and lost their child, aged 3 years, in

charge of a step-brother, aged 10 or 12

years old, and the boy while looking

through the bureau drawer, for some

thing to please the child came upon a

loaded revolver, which he took out, and

while examining it discharged a ball

through the fleshly part of the child's

arm..... Sunday, the 13th inst., has

been appointed by the Bishop of the Dio-

cate, as a day then leaving to Al-

mighty God for the abundant harvest

with which this country has been blest,

and for the bearing of peace vouch-

safed to us during the past year.....

In the Court House, Montreal, all

was panic. Judges, advocates and

clerk left their seats and rushed for the

doors. In the Superior Court, before

Judge McKay, Mr. Eustis Roy, w

as was finishing an argument when

some one called when the shaking began

most present turned into the room and rose

to leave. Mr. Roy remained calm and

begged the Court to be seated for a

moment. "It is an earthquake," cried

the judge. "Yes, Your Honor," rejoined

Mr. Roy. "Are you going to see

the Court cleared?" said the valiant Q.

C. was last seen in the centre of the

room, with documents in hand, waiting

patiently for the passing of his audience.

Ploughing Match.

The first ploughing match held by the ploughing Association came off on Tuesday last upon the farm of Sidney Smith, just east of the village. The weather was overcast, with rain and wind blowing hard, and the regular meeting very unsatisfactory, and that is because the best interests of the municipality might be jeopardized by delay, he wished to be in a position to clear himself of responsibility in the matter.

The Clerk produced correspondence from Mr. Guthrie concerning the match, which was examined by the Committee, and the old difficulty still remaining that the by-laws if passed must take effect from the 1st of June last, and the Committee were divided as to the passing of the by-laws involved the laying of the rate for this year, not to ratify it. At this stage, Ald. Baxter one of the Directors and Mr. Beatty, Solicitor, on behalf of the JL Com'ee made an explanation of the matter, and stated that they had authority from the Board, not only to give the bond offered last week by the President but also to give in writing a surrender of the coupons which should be attached to the debentures in payment of the first year's interest, and authorizing the Ratee to enter the options off before delivering the debentures to the Trustees.

The above points were compromised by adding one dollar to each prize, making \$12 additional. Each amount being duly presented by G. A. Drew, Eng. M. P. On the whole the directors of the association ought to consider the first match quite a success.

Mr. Smith, Eng. and his lady deserve great credit for their liberality and kindness throughout the day, they having prepared a good dinner for the competitors and judges, in fact their house might be termed an open all day.

Loss of the Steamship Cambridge

The steamship Cambridge, of the Anchorage Line, which left New York on the 8th of October with 137 passengers, became a total wreck on the north coast of Ireland. Five boats were launched; one was lost and all but a sailor drowned; and nothing has yet been heard of the others.

Mr. J. Reid has accepted the former office of the School Board and withdrawn a law suit.

A meeting of the Managing Committee of the Mechanical Institute will be held in the office of the President Dr. Ercoll, on tomorrow, (Friday) evening at 8 o'clock. It is to be hoped that the Lecture Committee will be ready to report.

Bible Society.—The executive of the Bible Society of this place will meet in the N. C. Methodist Church on Wednesday evening, and November 1st, at 8 o'clock. The officers will take notice that the

of your service weekly, ing

SIXTH

We had the pleasure 15th inst. of listening to Mr. Fairbairn, in the illustrations of scotch manfully well exerted. can't treat as no harm. Not long since from Scottish authors, i.e. entertainment up to 14.

NEXT

Ontario at last has Quebec has here in the Monthly. The first n July and the successive marked improvements (size 24 p per set as rule) is excellent articles in the October a nice little sketch, wife." "Boscombe" b known Campaign writ W. Munro who give and credits article is number. "The Falls Sketch from French which are clever Editor of old country Sir Vans author of which is both interesting also poems, "Sunset" "Loss of the Capital undertaking it does well known names" for it, being a great endeavour of the Van Norman, to hope to see it again my meeting with it London music.

October 16th, we the Rev. Dr. Miller representatives of the come to Canada to glorious undertaken We understand the hero and array it is meet from this sermon of the rite excellent and divine style. They by last Saturday Mullens gives a long Psalmody to sing live in my heart.

This will not be Mr. Brown's idea a very convincing at the end of the h was diminished.) only one agrees, it possibly be brought

out.

Weather is clear and sunny.

Toronto, Oct. 1

Three Persons

From the Ottawa that a soldier on Georgian Bay had powder under a blanket was no light and let a spark which exploded persons and his house.

On Tuesday evening Brey's. It proved them to be ready for song, there caused by of the vocal art and singing. The entire series ingredient tonics Wafer, orange, a safe rema cure present, and held in high estee of them. Sold at 25cts per box.

Bacon's Maci substitute for a glass of water stimulant, probably increasing the blood and healthy condition.

boon more succor fever and other climate. Rheumatic gout, a family Medic ready for human violent or sudden rarely many hours a dollar in size. Magic Relief is pure and potent anti-inflammation and antiseptic, and ensures the

Its silken folds will hardly shield his head
from the shower of censure and reproach
which awaits him.

TORONTO, GREY AND BRUCE RAILWAY

We are informed by the Warden that it has been requested by the Board of Directors of the above road, to call a special meeting of the County Council, in order that the necessary steps may be taken to have a Bill law submitted to the municipality interest ed, under the provisions of St. Vl., chap. II., Ontario Statutes, for the purpose of raising a sum of \$100,000.

As it would be useless to call the County Council together until the municipalities, or a majority of them, which are expected to grant bonds are agreed among themselves, it has been determined, in the meantime, to call a meeting at Marley's Hotel, Williamsford, of the Mayor and Deputies of such municipalities, to be held on Thursday, 27th inst. It is known that a delegation from the Board of Directors of the road will be present at the meeting, and it is to be hoped that such action will be taken as will secure the construction of the road without further delay.

We have the assurance of the Directors that for the sum named they will guarantee the completion of the road from Toronto to Owen Sound within sixteen months, and recent events that have transpired at the Board are a sufficient guarantee that the present Directors are in earnest. They have been elected with the distinct understanding that they should carry out the original scheme in its entirety, if supported by the municipalities, over those who were opposed to an extension beyond Orangeville or, at the furthest, Mount Forest.

Our business is now to give them the support they ask. It is useless quibbling further about the amount, we must pay the sum named or dispense with the road. We have offered \$100,000; this the Directors don't feel able to accept, but we much mistake the feelings of the rate-payers, if they will allow a paltry \$100,000, divided between eleven municipalities, to bar them of the indispensable privilege they have been so long struggling for.

Let us hear a good account of the meeting. This is a question it should be the privilege of the rate-payers to decide for themselves, and the present Municipal representatives, whatever may be their own private views, will not be performing their duty, as councillors, to prevent or postpone the exercise of this privilege.

We are pleased to learn that the village of Tara and Invermay in the County of Bruce, now enjoy the privileges of Telegraphic

of our own
there agai
affairs, a
quiries of
of public
of the act
language
times betw
act may s
are avide
never eas
common.
With an i
listory of
Dissolve
ing expen
for the ge
to the car
public pro
in other
hand, than
ence exist
isue was
Perhaps i
Mr. B
dress at e
claim tha
be extend
the labou
days; the
midnight
done, th
matters b
and the a
it all, the
drama re
which, as
library of
possible t

Please
Orangevi
11th, an
whole th
every one
chances'
the proce

The L
we had th
pany with
the man
ate accid
tion of a
Although
man is p
entertain
he may
right eye
stroyed,
but he is
even the
to him, i
tion. N

Sher
Holland
Galbrait
new and
Treasur
partaki
provided
the friet

DIRECTOR'S REPORT OF THE CANADIAN
WAY COMPANY.

SPECIAL GENERAL MEETING.

A special general meeting of the shareholders of the above Company was held yesterday, at about the action of the Company.

In the opinion of giving to the Directors of the Company the authority to issue bonds for the purpose of raising money for the construction of the Canadian Way, under the provisions of the

Act Incorporating said Company, Mr.

John George Brewster, took the chair, and among those present were Messrs. J. Head-

don and G. Lethbridge, Directors; Messrs. A.

B. McMaster, R. M. MacLennan, Theo. Blay-

don, Theo. Medina, W. M. Dwyer, P. Horne,

Dunn, A. S. Lee, Theo. Lailey, J. Morrison,

Alderman Baxter and Victoria.

The Secretary (Mr. W. G. Taylor) having

read the motion, moved the motion.

The Chairman said that a resolution would be moved authorizing the issue of bonds for the funds required for the construction of the road.

Mr. Brewster, in moving the resolution re-

ferred to the sum to which they

would all agree. It ran as follows:

"That, whereas it is necessary to issue bonds for the purpose of raising money for ex-
ecuting the undertaking of the Toronto,
Grey and Bruce Railway Company; and,

"Whereas the amount of the paid up capital
in the share capital of the said Com-
pany is \$120,000; and,

"Whereas the amount of paid up municipal

and other bonds is \$175,000; and,

"Whereas the amount of paid money is ac-
tually expended in surveys and works of

construction; and,

"Whereas a special general meeting of the
shareholders of the said Company, held on

the 3d day of May last, the sanction of the
shareholders was given to the issue of bonds of
the said Company, but no bonds have been
issued in pursuance thereof; and,

"Whereas this meeting has been duly called;

Now, therefore, the sanction of the share-
holders of the said Company be and is hereby
given to the same by the directors of the
Board of the said Company, to the extent of
\$260,000, in pursuance of the 2nd Section of
the Act of Incorporation of the said Com-
pany, 31st Dec. Chap. 40, Ont.

Mr. B. Horner Duxson seconded.

Mr. McMaster said he would like to know
the position of any negotiations which might
have been entered upon consequent upon the
declaration at the last meeting that they
could be obtained at much less terms than
were then offered.

The CHAIRMAN, in reply, said that no ne-
gotiations had been entered upon for the bor-
rowing of money. The Board had however,
called a number of the leading financial men
of the city together to obtain their im-
pressions and advice as to the best way to place
the bonds of the Company before the public.
They suggested that the bonds of the Com-
pany should be issued at eight per cent, and
told at a minimum of not less than 60. This
was all the Board had done.

In reply to further questions from Mr.
McMaster;

The CHAIRMAN said that this was a low
estimate of the value of the bonds. If they
were sold at 8, however, the rate would be
12 per cent. He was not aware whether the
regular calling the meeting of bankers for
consultation was sent to all the banks.

Mr. McMaster said that it had not been
sent to either the Darien Bank or Merchant's
Bank. It was in his opinion, originally un-
fortunate that it had not been sent to the
Merchant's Bank, as the gentleman to whom
reference was made at the last meeting, as
being willing to negotiate a loan on exceed-
ingly favorable terms, was connected with
that institution.

Mr. Tait Horner thought it would be
well for the Chairman to state what had been
done on the road, and what progress animal
of its being opened, before the motion was
put.

Mr. McMaster said that the shareholders
had authorized the issue of \$100,000 worth
of bonds, but they had never been enough
of. It would seem that the action of the
shareholders had been ignored by the Board.

The CHAIRMAN—The bonds to which you
refer were never technically issued. They
were authorized by the shareholders, but
never by the Board.

Mr. McMaster—On what?

The CHAIRMAN—(had in what) ... certified.

I can find no record on the books of the Com-
pany authorizing their issue by the Board.

Mr. Horner—There was no record to au-
thorize the issue of them.

The CHAIRMAN—No, merely to issue this

amount required, ignoring the others alto-

Globe

Nov 1870

SGM *

1/4

* Special
General
Meeting.

pany authorizing the issue of the bonds.

Mr. Holmes—Then this meeting is to authorize the issue of these bonds?

The Chairman—No, merely to issue the amount required, leaving the other altogether.

Mr. McMasterson—I do not think that you can do that.

The Chairman—The bonds were all destroyed this morning by a committee of the directors. They never had any legal status.

Mr. McMasterson thought this a "very singular proceeding and asked the reason.

Mr. Shurles said it was thought they might clash with the bonds they now proposed to issue, and were therefore better out of existence.

After some further conversation,

The Chairman said the shareholders were not asked to define the time of the bonds. The loans were in favour of their being made for five years, but they wished to have an opportunity of disposing of them to the best advantage, and therefore did not ask the shareholders to fix a specified time.

Mr. McMasterson said to enable the directors to carry out that principle, they should at least have some time when they could sell them.

The Chairman said the Board could not sell them until they received, and then they would be free to dispose of them.

Mr. Lumsden rose to make some explanations respecting the action of the Board.

He contended that a better offer than the

recent one to take \$400,000 of the bonds at 6% per cent, could not be got in Montreal.

He did not think it in the interest of the shareholders to sell all the bonds to any one individual; and, to strengthen their own judgment in this matter, the Board had invited representatives of the building institutions of Toronto and the Banks of Montreal and Toronto, to inspect and place a value upon the bonds of the company.

They did meet, and after having gone into the matter thoroughly, they recommended the Board not to sell their bonds for less than 85 cents.

The Board agreed not to sell the bonds at less than that figure if they could possibly get a higher rate, and they intended

if the resolution was carried, to invite public tenders for the bonds, and thus the bonds would be scattered over the country, and no one institution could get absolute control over them.

At that time the money which the company required had been obtained at seven per cent, partly on the credit of the company, and partly on the individual credit of certain members of the company, to whom the thanks of the shareholders were due.

He proceeded to say that the bonds that had been issued were not legal, and for this reason.

The law requires a resolution of the Board authorizing the issue of the bonds.

No such resolution was previously or recently of the shareholders, and hence the bonds were illegal and ought not be held.

He thought it right, however, that the shareholders of the company, who had invested in the company, otherwise, the shareholders would not likely have recovered.

Under the direction of Mr. Stevenson, a committee of the Board, consisting

of Mr. McMasterson, Mr. Lumsden, Mr. Morrison and himself, were appointed to

see that the bonds were sold, and the bonds were

offered to sell in their presence. They pro-

posed to issue the new bonds for the sum of \$100,000, by which time the road would

probably be finished all the way westward.

Mr. Lumsden said he was happy to

see the resolution and, himself recently visited Grey and the Council of that County almost simultaneously, offered to subscribe for any given sum of \$100,000, which was equivalent to about \$10,000 a mile from Mississau-

pegan to Fort William.

Mr. Lumsden offered, with a sufficient number of the members of the company, to have been enlisted for the purpose of getting the new bonds issued.

Mr. Lumsden offered to go to the Canadian Government and to represent the good of a railway.

The resolution was then read and carried unanimous.

The Chairman said he would like the

members of the company to have a

copy

of

which

would

Fairbank

his cast

A plan

made

Kerrville

Ron. I

Key

planned

sing

cell

I lang

saye

a splen

right

by Min

heartful

word

2

The

relied

about

civilis

ren p

coupled

jects

about

for b

calm

the p

close

On

in

only

long

He w

a ne

the

the

the

or

concep

sty

which

would

Fairbank

his cast

A plan

made

Kerrville

Ron. I

Key

planned

sing

cell

I lang

saye

a splen

right

by Min

heartful

word

2

The

relied

about

civilis

ren p

coupled

jects

about

for b

calm

the p

close

On

in

the

the

the

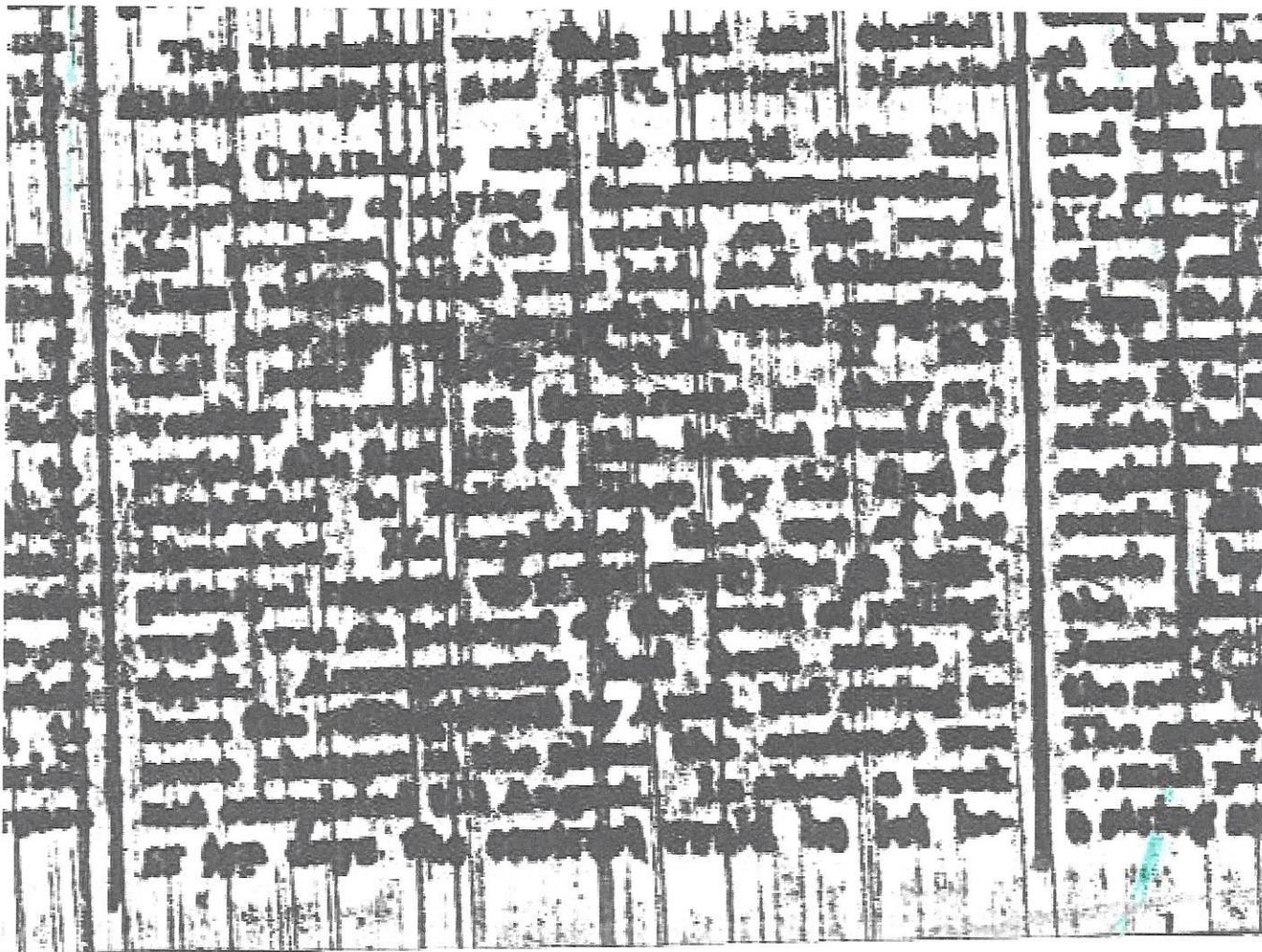
the

Globe

1 Nov 1870

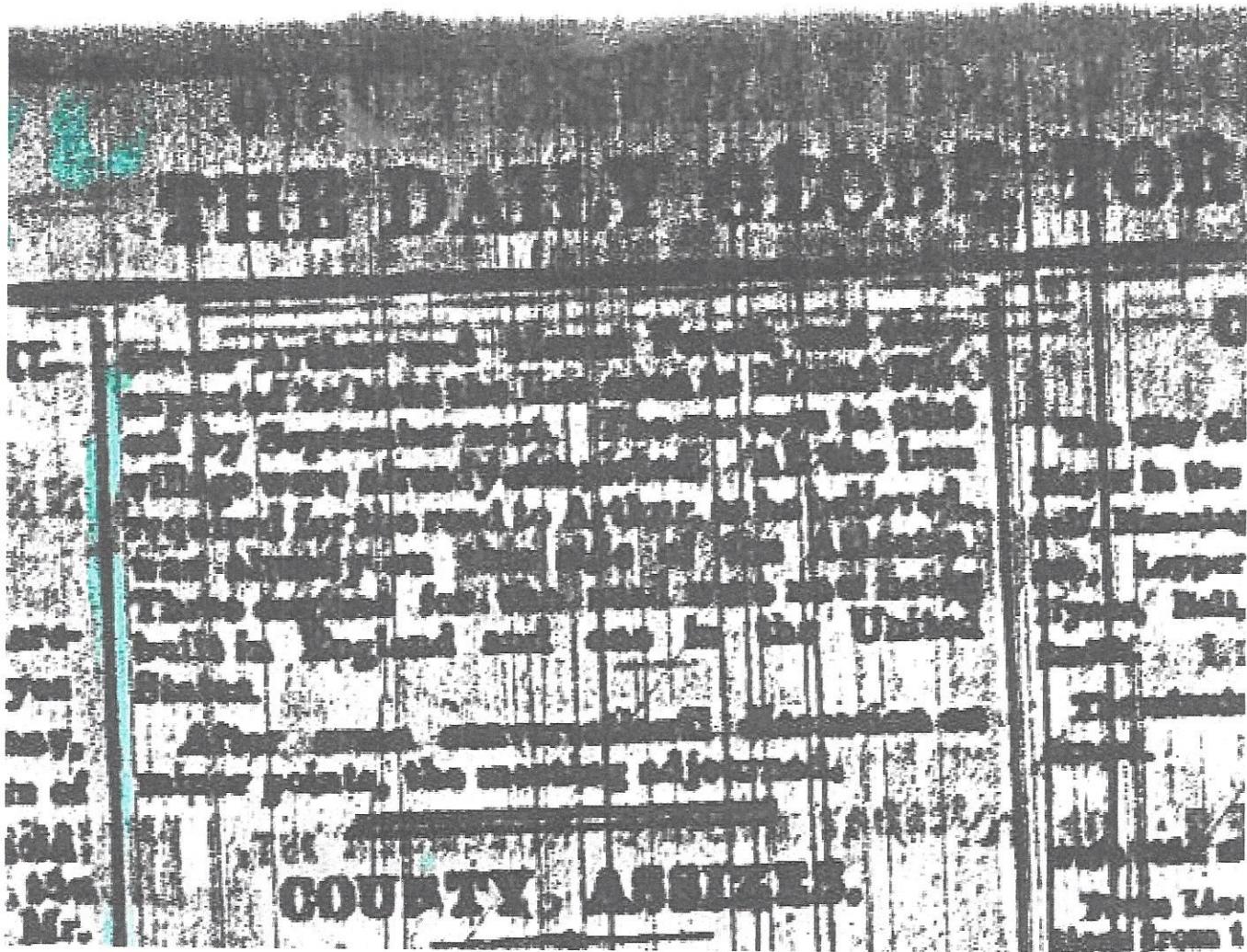
SGM

214



Globe
INOU
1870

314



The Charn said he would take the opportunity of saying a few words respecting the progress of works on the road

About 11 miles was laid and building was now going on with ~~see~~ three engines and ~~sixty~~ forty blocks of the section pressed as far as they expected the first part of the ballast will be carried to Bolton village by the first

of December. He explained that one of the principal reasons why the work was so backward was on account of the

want of rolling stock. Bringsby had been unable to have the rolling stock by April, but owing to some delays in the plants the material was not completed

till August. In about a week or ten days the material will be let be . . . → between

Arthur and Town Forest and then expected that to have the line open to Hunt Forest by September next. The survey to that village has already finished. All the iron required for the road to Arthur, as he believes, even already this side of the Atlantic. Three engines for the road were being built in England and one in the U.S.

After small reservations
meeting adjourned.

Globe 1 Nov 1870

SGR 4/4

transcript of last paragraph.

whom they are interested, by the person himself if possible, or by post, with such particulars of character as they may deem proper.

OS. 10 Nov 1870

TORONTO, GREY & BRUCE RAILWAY.

The Council of the County of Grey has decided to submit a by-law to the electors, granting a bonus of \$400,000 to aid in the extension of the Toronto, Grey & Bruce Railway from Mount Forest, by way of Durham, to Owen Sound. There is no county in Ontario so badly in need of a railway as Grey, and if the electors are alive to their own interests, their verdict will be given in favor of granting the bonus. \$400,000 may seem a pretty large grant to make, but it is only a mere trifle compared to railway communication to a county so large, populous and wealthy as Grey.

The FOURTH SESSION of the Local Legislature of Quebec was opened on Thursday by Lieutenant-Governor Sir F. N. BellLead, with an address to the effect that confederation works well, that appropriations made for various pur-

we are
cient b
such soc
ate tho
dices an
country
for.

Now,
norry to
dation i
duals ; I
plied at
Scotche
As for
a health
establis
body at
other, a
and hap
ed bod
A great
to her
Mankin
of stren
the Cal
fitting
certain
brutal
were so

Gen.
h was
ity of
, and
main-
or five
an, in
tation;
field
ited to
, were
at an
in its
abish-
in the
water,
gating;
, could
About

officer
should
of men,
through
a. The
imposi-
ct, re-
lentless;
to save
mver di-
ined th
proposi-
proved,
success.
his De-
membe-
iced 330
tivity or
into the
and to the
ing em-
al fight,
ould no
In fact,
he walls
estimated
a itself;
rps, was

in track
to them
hospital,
ref. cross
d houses,
are con-
lours and
le" effec-
ion. Two
leavoured
the ad-
eet; since
the vige
ight of so
as sus-
nized the
tadel. At
an officer
or of the
connected

welcomes her

CITY NEWS.

TORONTO AND NIAGARA RAILWAY.—Mr. Fox, the consulting engineer of this line, who recently arrived from England, is at present engaged in an examination of its condition and progress.

BUNAWAY.—Yesterday, as a buggy was coming down Yonge street, the king bolt of the vehicle came out and the forward end of the box dropped on the ground; at this the horses took fright and ran away with the fore-wheel and axle attached to them, but were caught by a constable, just as they were turning into Queen street, and before they had done any harm.

THE POLICE STATION.—At an early hour this morning, the three police stations contained ten prisoners amongst them, No. 1 had five, No. 2 two, and No. 3 three, all of the drunken and disorderly class with the exception of two, one of whom was arrested on a warrant of commitment for non-payment of a fine, and the man from Vienna referred to elsewhere.

Among the prisoners in No. 3 Police Station last night was Michael Murphy, alias Mayor Murphy, who was found by P. C. Gilmore lying insensibly drunk in Grainger Road. Murphy's transgressions in this particular are almost innumerable, and the many heavy fines and sentences of imprisonment inflicted upon him appear to have no beneficial effect whatever.

ARREST OF AN ESCAPED PRISONER.—Yesterday the detectives of the city received a telegram from the police authorities at Vienna instructing them to arrest a man named Jasen Crow, who is "wanted" in that neighbourhood for some offence, the nature of which we did not learn. He escaped from the custody of the Vienna police. Detective Sheehan ascertained that Crow was living, with his wife, in the western portion of the city, and made the arrest in the afternoon, taking his prisoner to No. 3 Station.

TORONTO, GREY AND BRUCE RAILWAY.—The secretary of the Toronto, Grey and Bruce Railway Company has received, under seal, offers for the purchase of \$215,000 of the first mortgage bonds of this railway, which were advertised for sale. A meeting of the board will be held this evening, when these offers will be opened and considered. The bonds have five years to run at 5 per cent. interest, and have as security not only the amount of the bonds, but an equal amount spent by the company in works of construction and surveys on the line.

LONDON SOCIETY, FOR NOVEMBER, IS TO PUBLISH. Although it has charged publishers it has not changed in appearance or character. The same writers contribute to its pages, and the same artists illustrate it with their pencils. It continues at the head of the magazine

Lamb &
two sinc
received.
To-mo
Premoyt
here.

QUE

(By)

Globe

17 Nov

1870

M. C.
Rivera,
law ag-
courage
of man:

Hon.
Shore
tive sp
fages i
the set
compa
themse
road, w
wheth
to ext
would
they
ment's
a dead
bands
cept a
would
The s
cludir
The
reply.

A. I
the w
ed. n
nittin
enabl
ters, t
their
settlin

LA

Loc

(By)

To
scri
bett

Owen Sound Advertiser

Crown Copyright, November 17, 1870.

THE RIVAL ROADS.

Strong efforts will be made, during the next few weeks, to defeat the T. G. & B. By-law, by distracting the attention of the rate-payers, and leading them to prefer one or both the rival lines now agitated. The Eastern part of Sydenham will have offered it the Northern Railway extension, at least, to Minden. In considering this scheme, reference must be had to the sincerity of the chief supporter and proposer thereof - Mr. Cumberland has once been tried, aided by a leading man in the southern part of the County, succeeded in defeating the people, and defeating, the best and most advantageous scheme ever proposed to the people of Grey. The extension from Angus to Durham, was made the means of defeating the Central Railway scheme. There are few men so credulous now to believe that Mr. Cumberland ever intended carrying out that extension. It was proposed to defeat a good and beneficial scheme, and, in a great measure, it succeeded in so doing. The popular attention was diverted, unity of action was destroyed, and the Central scheme languished and died. The same ends are now sought, and the same fate is desired for the T. G. & B. scheme. The means are different that is all. Let that scheme be abandoned, and Mr. Cumberland will drop his extension from Collingwood. But beside the defeat of the rival scheme, Mr. Cumberland has another object in offering this extension at the present time. *It is well known that he is signs trying his chances for election for the North Riding.* Now, nothing could foil his plan and aid the success of his designs, more than a belief on the part of the people of the Eastern and Northern part of the County in his willingness and power to extend the Northern from Collingwood, either to Minden or Owen Sound. Were that belief to become general in these sections, his chances of success would greatly increase. We do not mean to accuse him of dishonesty of purpose. But, nevertheless, we believe him capable of using this, or any other means, for the accomplishment of his design. Let the people of the North therefore, beware, lest they leave themselves at the mercy of any man, intent to import an important and instant railway communication. It will be too late when the present opportunity is past and gone. Mr. Cumberland can easily plead inability, on his part, to control the directors of his road, or he may plead a hundred other excuses. But such excuse will still leave us as we were with a railway.

In the Southern part of the County, a plan, similar in its object and ends, will be resorted to. The promoters of the Hamilton Road, and their supporters in the village of Durham, will use every argument, and employ every means to defeat the railway. But let the people look to their own interests and let them carefully weigh the relative advantages of the roads. In the first place the Hamilton men have only offered with any degree of definiteness and certainty an extension of their road to the Village of Durham - hence the zeal with which the villagers of that place have advanced the claims of that road. What care the latter for the Northern parts of Penetanguishene and Glencoe? These places will be secure to them in the trade that comes to Durham no matter at how much inconvenience to the people. A station at Griffin's Corners would not benefit Durham, although it would greatly benefit Northern Beulah and Glencoe. The interests of Holland and Sullivan have never been considered by the Hamilton men. Should they succeed in defeating the present By law and should they build their road to Durham which is by far the most numerous constituency these latter townships must drive their produce to that place, or remain in their present distant connection with the Owen Sound market. These are serious considerations and worthy of the greatest and most deliberate reflection on the part of the rate-payers of these townships. Let them consult their County map and note the position and number of the stations of the proposed road. They will see at a glance the wide spread advantages which will accrue to them in having a road built through their midst. Each of these stations will become a market, and will be peopled by consumers of produce. Houses will be built - local improvements will be made - skilled and unskilled labor will be in greater demand, and a ready and constant market will be created at almost every door. Our advice is - let every rate-payer cause out on the 12th of December, and vote for the By law. Time will prove the adage to be sound.

BREAK OF GAUGE.

OSA

17 Nov 1870

A vote
Mayor in

Whatever doubt may be left as to the
such vantages to be derived by towns and villages
to do on the line, none whatever exists with respect to the townships. Some people who
and were opposed to the scheme did endeavour to
sufficiently to prejudice the people of Kincardine against
the bonus on the ground that more than the
\$100,000 would be asked for. He could av-
oid of sue that rate of 5%, that every precaution
the had been taken to secure the completion of
say, the railway without any further assistance,
up in and he strongly deplored the course taken
which a by those who endeavoured thus unfairly to
flock affect the interests of the voters. Mr. Lane then referred
to the visit of the Durham and Hamilton
delegates, and detailed the action of the
Council in the matter. No notice had been
given of their intended visit, and the first inti-
mation he as Warden had received of their
wish to address the Council, was the an-
nouncement by the Reeve of Northumber-
land that certain gentlemen were desirous of being
heard by the Council. At the Council
at the time were engaged upon business of
importance, they could not be then inter-
rupted. An opportunity had afterward
been given for the gentlemen to address the
Council, of which they did not avail it to
take advantage. He was prepared, however,
to defend the course taken upon other
grounds, namely, that the Council had met
for the special purpose of submitting the
By-law, and that this they were bound to do. That the visit of the delegation was in
pursuance of a scheme to "blast up" the
By-law, and it was well to disappoint them.
The remarks made in the Times on the sub-
ject were very ill-advised and tended to injure the success of the By law. If the
writer had known as much about the mat-
ter as the members of the Council, he would
have been in a better position to give ad-
vice. Mr. Lane then moved the following
resolution:

Moved by S. J. Lane, Esq., seconded by
John Chisholm, Esq., That in the opinion of
this meeting the commercial prosperity of
the Town of Owen Sound and the surrounding
country will be greatly increased by the
construction of a Railway connecting us
with the general Railway system of the
country, and that the Toronto, Grey and
Bruce Railway scheme is the only feasible
and apparently practicable scheme now pre-
sented to us, we consider it advisable to assist
in the construction of that road by paying
our share of the proposed bonds of
\$400,000.

He would only further remark, that the
scheme now before them was the only feasi-
ble one. As to the extension of the North-
ern, Owen Sound, Holland and Sullivan
would not give one cent towards it. Nor
would Rydenham, if the neighbours consider
the advantages of having a competing line
which would leave the former out of
freight. The statement made by the Ham-
ilton delegation was that they only intend-
ed to extend the line from Kincardine to
Durham, and even this scheme they would
be unable to carry, as Northumber-land de-
termined not to grant a home to any Railways
unless they were sure of one without. A more
distant provision in the Toronto, Grey and Bruce
Railway, but gives the power to become a re-
pository township like Northumber-land to get
their fall share with others, and it will be
for the other municipalities to vote them in
to the scheme.

John Chisholm, Esq., D. Party: Moved by
Owen Sound, seconded the resolution, and
only moved by Mr. Lane. As some interest
exists with respect to the amount of the rate
which might be levied, he had looked carefully at the figures and could not
ascertain the meeting that an equal half mill on
the dollar would meet the demands and he
did not think that any taxpayer could afford
to pay over say, dollars and a half per
cent on such thousand dollars assessed. He
said that at one time he had an advantage
of the citizens of the Northern, who had
however found strong reasons for changing
his mind. The trade of the north was
growing rapidly, and had now reached
such proportions, that their measures were
unsafe to carry off the freight required. A
road from Collingwood would deprive our
harbor of nearly the bulk of this trade.
While in regard to the south, would
provide a market for the country, and supply
at Owen Sound for the same, you, there,
and all other products, where no other road
will be given than that through Toronto and
Hamilton. From Party, Owen Sound, to the
Bruce Mine large lumber and timber
were being sent on, every vessel, and was
done out of Owen Sound, and also over
\$100,000 worth of products. One ship
lived in Owen Sound at Durham, sailing on
the 1st of August, and the difference in price
was 100 bushels of oats paid for the last
requirement of a tonne, in Owen Sound or Glen-
dale. It was more than double what our farmer
had to give twenty, or out of every four
dozen more to answer a tonne.

Rough
has been
ing. Ca-
during th
void any
times. Lk
and earn
ry down
Silver Is-
ing a stop
Large bo-
of the fu-
there. — t.

Anoth-
Campbell
Lake St.
In compa-
discovero
ago near
to struc-
Campbell
three mil-
broad an-
of any in
which is
has been
any whe-
Parliament
and a son
at the in-
signature
rems to t
cover a
Ballina.

The G
that pass
here are
cargoes
ten years
Like On
years sin
who esti-
harbour
but out
part of a
out. We
our con-
easily ha
available
usaging
that the
(ber), we
ticularly b
who cou-
ance.

Hom
already
Mr. J. I
to this t
as presu
project
We tra
country
his heat
return t
meditate

Salt
Lavers
Boro...
Arts
break
Hastin
ed and
the adv
call and
The
line eve
after si
bright
but al
mone to
and a
had an
Art
All
in
in
Mone
world
Famil
interes
Prest
pro
to
and
the
Vic
the
for
Roma
pro
per
per

OSA

17 Nov 1870

212

VS.

RAILWAY MEETING.

On Tuesday evening last a meeting was held in the Court House, called by his worship the Mayor, at the request of the rate-payers of Owen Sound, to consider the propriety of supporting the grant of \$100,000 to the Toronto, Grey and Bruce Railway, and, accordingly, had in it a number of gentlemen who expressed the object of the meeting, and read the resolution presented to him. As a number of gentlemen were present from the surrounding towns interested in the railway, he would invite them to take a part in the proceedings. It gave him great pleasure to call the meeting together as an opportunity was thereby offered to thoroughly discuss the question, that every ratepayer might give an intelligent vote on the B. law.

The Warden, S. J. Lane Esq., rose to move the first resolution. The chairman had stated that the meeting had been called to consider whether or not the Town of Owen Sound should take its share in the Bonus proposed by the B. law to be given for the construction of the Toronto, Grey and Bruce Railway to this place. He (Mr. Lane) would consider the subject from an Owen Sound point of view. From an early date in the history of the town, spacious attempts had been made to obtain rail way facilities. The result hitherto had been nothing but failure. He thought, however, that the time had now arrived when the desired object might be gained. There seemed to be an impression in the minds of some persons that the position of Owen Sound must in time secure us a railway without any effort or cost to the people. Such an idea was quite erroneous. It was now thoroughly understood that municipalities must subsidize, by way of bonus, any railway they desire, as capitalists will not invest in undertakings which do not assure them a good return for their investments.

Railways in Canada had hitherto been built expensively, and though the contractors had made large fortunes, the poor shareholders had as yet seen no return for their money. He would not attempt to show the advantages which railway communication assured to the county. As it was very generally admitted, other speakers who would follow, could speak of the advantages from a commercial point of view. If, at all, admit the advantages, then let every municipality put its shoulder to the wheel and the work may be secured. There is no question but a railway would be constructed to Nipigon, though perhaps sometime would first be seen. Again, there was a project of the Northern Road being extended to Minden should the rate-payers decide by rejecting the B. law, that no railway should be built to Owen Sound.

Very soon one would terminate at Durham, and being thus surrounded and cut off, Owen Sound might confine its energies to the maintenance of tone, as material for that purifying agent so plentiful in the neighborhood as well as in Keweenaw. No scheme but the one now before the meeting had been offered in a tangible shape, and it was now for the people to accept the offer or do without a railway. Every effort had been made by the representatives of the County to lessen the bonus, but it could not be accomplished, and he was of opinion that the offer should be accepted. Whatever doubt may be felt as to the advantages to be derived by towns and villages on the line, none whatever existed with respect to the townships. Some people who were opposed to the scheme had undertaken to convince the people of Keweenaw against

the bonus, would be of much greater value to him.

The Chairman then called upon George Jackson, Esq., M. P., to address the meeting.

Mr. Jackson was not disposed to dealing with the question to take up the dead issues of the past, and while he could not express a decided opinion as that expressed by Mr. Lane, he was in favor of compromise. People will differ, and he thought expediently a good general. There was no doubt in his mind that the Wellington, Grey and Bruce R. there would be extended to South Baymouth as the part already completed had paid the Great Western already far more than was expected. But as to a branch from Harrington to Owen Sound, the idea is absurd. He had told the Hamilton delegation that the people of Owen Sound were not to be handicapped by such promise. He wished the W. G. & B. Railway every success. The directors had accomplished their scheme so far in a most remarkable manner. Not one dollar having been furnished by stockholders. The Municipal bonds and Railway bonds were being advanced to construct the line. The sum of \$100,000 asked for was very large, but it was for the interest to say whether they would not be gained after all. He had heard from Mr. Chisholm about the large trade now carried on with the north shore, and was surprised at the dimensions. It had given him quite a new idea with reference to the benefit Owen Sound would derive from the road. He had always been looking towards Toronto as the place which was to be principally benefited, but he now saw that Owen Sound would compete. There was no doubt that we must give the \$100,000 to get the road and he for one would vote for the B. law. He had no doubt but that the road would be built if the bonus was granted.

A. M. Stephens, Esq., next addressed the meeting and explained his action with reference to the Hamilton Railway, and as to the Northern extension he would not give one dollar towards it. It would destroy our shipping and make us but a suburb of Collingwood. He was strongly in favor of the Toronto road and was quite willing that Chatsworth, Durham and other villages should enjoy the trade that they could control. He looked forward to a time which he was convinced was not far distant, when the Great Western would bid for the trade of Georgian Bay, and then we would have another railroad. He then referred to the road as a military advantage, giving the subject a national aspect. Also to the great North, which is now as well known as was Owen Sound but a few years since to the rest of Ontario.

Rev. Mr. Scott, being requested, also addressed the meeting in favor of railways.

Herbert Crawford, Esq., thought that the route via Arthur was as long as that via Collingwood, and he could not see the advantage of the route, and would prefer to give \$40,000 to the Collingwood route.

Mr. R. J. Doyle made reference to the affair of the Hamilton Delegates, and explained that the Council adjourned, and met again at 2 p.m., to hear them. He was prepared to vote for the B. law, and believed that every intelligent man in Ontario would do so.

Moved by R. J. Doyle, seconded by John Chisholm. That it is desirable that this meeting should now appoint a committee to carry out the views of the meeting.

Mr. Thomas Gordon replied to the remarks of Mr. Crawford and urged upon the people of Owen Sound that it was their duty to vote for the B. law, otherwise the townships would say that owing to Owen Sound they were deprived of a railway.

Dr. McGregor was next called upon, and supported the motion in his usual happy style.

The resolution was then put to the meeting and carried amidst loud applause.

A committee was appointed consisting of Messrs. Lane, Peterson, A. M. Stephens, R. J. Doyle and John Chisholm, with power added to their number, to carry out the views of the meeting.

A vote of thanks was tendered to the Mayor and the meeting adjourned.

Rough Weather.—The present fall has been one of unusual severity for shipping. Dr. Scott tells us that the weather

Altho
felt all t
the even
was felt
might b
If there
earth is
ship an

The
increase
rapidly
small b
the de
through
patient
sound c
times we
are wait
census

Apr
that ev
ply of t
tire un
disposa
Well, i
have a
View !
they si
would
the pre
can be
many a
Kim is
Grey it
ing sta
celebra
tion !
The be
to the j
music,
nett by
Dixon,
of poor
this Ma
and me
to amu
the fair
Melba
of the l
essenti
trust

around
Hopki
Alexan
know i
man—
sions a
Mount
lectur
ing the
We ar
ance —
cards i
share i
priorit
will co
class w
the op
Durlas
encour
ment &
ominou
current

Nor

.

The
in the
Nov. 1
Pac
and H
Mrs
Waldi

The

Treas
\$150.

Gravel
count

A p

others

Not

Rock

The
points
by M

when

the T

OSA

17 Nov 1870

1/2

date-payer comes out on the 12th of December,
and vote for the By law. Time will prove the
advice to be sound.

which
Mr.
does.

Ex

ing is
your
book
man

OSA

17

NOV

1870

BREAK OF GAUGE.

When the present railway agitation began, a great cry was raised in reference to the proposed change of gauge. It was urged that the indefiniteness of the carriage roads would be greatly increased by the impossibility of transposing their cars to any other road. The Blairites were used this as an argument in favor of their scheme. They said that at Oxford a choice of markets could be had. Cars could go west on the Grand Trunk or on the Great Western. How far have facts borne out this position? Since the road from Ferndale has been in operation, not a single car has passed over the Grand Trunk. The proposed cluster of markets has been refuted. But, further, the gauge of the Great Western is about to be widened. It is about to be reduced to four feet eight inches and a half. The Ferndale branch will have to be a ten d. loco. for the rolling stock—that is the cars and engines used on that road belong to the Great Western Company. Transportation, or a change of gauge must take place. So much for the cry of break of gauge.

JUN 19

THE TORONTO, GREY & BRUCE
RAILWAY.

SYDENHAM.

There is an impression among a certain portion of the ratepayers of the northern section of the Township of Sydenham, that the Northern road will be extended at all events to Meaford. We believe this never will occur unless a southern road is built to Owen Sound. It might in this event be built in self-defence, but under any circumstances the people of Sydenham will be better off with a competing line from the south to Owen Sound. Competition must and will reduce freights whereas an extension of the Northern westward, without a competing road from the south, must increase them, from the fact that a longer line of road will have to be kept up at so much greater expense. Let the ratepayers of Sydenham consider.

SULLIVAN.

The ratepayers of a certain portion of the Township of Sullivan have been considering themselves with the delusion that they were going to have a station of the Wellington Grey and Bruce Railway at Paisley, for nothing. If they want a Railway, and if they understand their own interest, there is not a township in the County that really requires one more—they had better get rid of this delusion by the 12th December. It is known now, that the W. G. & B. Company are about to ask the people of Bruce for an extension of time as well as an extension of bonus, as an indispensable requisite. The first they may get, the latter never.

HOLLAND.

Holland has heretofore done her duty, and from all we can learn there is no doubt but that she will do so again. Let Sullivan follow her example.

1870!

EGREMONT.

The Deputy Reeve of Egremont, Mr. Melutrye, has until recently, been a warm advocate of the construction of the T. G. & B. Railway to Owen Sound, and was willing that his township should grant any reasonable bonus (quite as much as at present demanded) in aid thereof. The Deputy Reeve's views however have undergone a change, and the secret of this change is that it has gone abroad that the road is to be built to Mount Forest at all events. We have been given to understand on good authority, that the Deputy Reeve is counting his chickens before they are hatched, and that the construction of the road to Mount Forest will be made contingent on its construction to Owen Sound. We hope the Deputy Reeve will not lead his people astray however much he may be led astray himself.

THE REEVE OF NORMANBY.

At the Railway convention at Williamsford lately, the Reeve of Normanby, Mr. McMahon, said—"We in Normanby won't give one cent if we can help it. Toronto and Hamilton can build their roads where they like, and may blessing go with them, but they will find us some where along the track, do as they please. We will allow them to run their roads through our township, but won't give them one cent." Mr. McMahon further said that they had over 900 votes in their township and that they would be polled en masse against the By-law. Can it be possible that this man represents the views of the people of Normanby. We cannot believe it but it is possible that the people of Normanby are so grossly selfish that there is the greater cause for exertion on the part of the friends of the road elsewhere. Let no one articulate local—that he need be remembered—northern part of

Let no one articulate local—that he need be remembered—northern part of

24, 1870.

remind our extension of this County, theme all the intend voting and leave no i the number re passive sup of those who could come to

Let no one articulate local—that he need be remembered—northern part of

Town Council.

THE HAMILTON DELEGATION.

In consequence of it having been rumored that the County Council, at its recent Session, refused to allow the Railroad Delegates from Hamilton to address them, we have taken the trouble to enquire into the facts and find them to be as follows: The delegates without any previous notice made their appearance in Owen Sound on the day of the first meeting of the Council. On the following day when the Council met for the purpose of receiving the report of the Special Committee, which had the day previous been appointed to prepare and report a railway By-law, it was observed that the Hamilton gentlemen were present. Whilst the chairman of the committee was in the act of presenting his report, the Reeve of Normanby addressed himself to the Warden, informing him that the Hamilton delegates were present and desired to be heard. This was the first application made to the Council. There was no motion offered by the Reeve of Normanby on the subject, and consequently none could be put to the Council. The Warden under the circumstances did all that he could be expected to do, and that was to express his own opinion on the subject, which he did to the effect that the Council had the matter altogether in their own hands and that they could do as they pleased, but he suggested that the Council should first dispose of the matter then in hand and afterwards hear the delegates. The Council agreed with this view and after transacting their business adjourned at two o'clock of the same day for the purpose of hearing the delegates. In the meantime, however, without any intimation of their intention, the delegates left. These are the facts. Now what object had the Hamilton delegates in making their appearance when they did? Was it to lay before the Council some practicable scheme for extending the Wellington, Grey and Bruce road to Owen Sound, or was it to frustrate the building of the Toronto, Grey and Bruce? Let us see. It was stated at a public meeting held in Owen Sound on Tuesday last, and it is a fact, that in the early part of last Spring a prominent gentleman of Owen Sound wrote to Mr. Adam Brown, of Hamilton, a Director, and a very prominent advocate of the W. G. & B. R. R., asking him whether it would be possible to induce the W. G. & B. Co. to extend their line to Owen Sound. The O. S. Gentlemen having waited several weeks for an answer in vain, considered that his letter was going to be treated with contempt. However, after waiting some six weeks, an answer came, and after apologizing for having mislaid the letter (of so much importance was it considered), it was stated the letter would be laid before the Board. Several months, however, elapsed, and nothing more was heard from the Company, or any member of it, until the delegation turned up at the Council. Now, this sudden appearance before the County Council after so long a silence and just when another scheme was about being carried out, looks decidedly fishy; but it is even worse than it looks, for at a caucus held by the Hamilton gentlemen on the night of their arrival, at which some of the Southern Reeves and Deputies were present, these gentlemen stated that they had no intention of extending their road further than Durham. There are, at least, three of the Southern Reeves who were present, who were prepared to assert this fact. We think we may go even further, and assert that they have no intention of extending their road even to Durham, and that their sole object is to prevent us getting the Toronto road.

It is rumored that these gentlemen assert that they had received a telegram from their Board in England, to the effect that their Company were prepared to build their road to Durham (mark, no further). The telegram really was, however, as asserted by a

Ridiculous,

There are some absurd stories afloat in reference to the terms on which the T. G. & B. Railway is to be constructed to Owen Sound, invented and circulated, we presume by enemies of the road. Among others we hear that it is rumoured to the South of us that one of the conditions on which it is to be constructed is that no wheat is to be shipped on board the cars nearer to Owen Sound than Williamsford or Durham. We can hardly think that such bosh can be seriously believed by any one, but as we cannot answer for the extent of the credulity of some people, we again publish the terms and conditions on which the bonus is to be granted. There are no other conditions but these:

1st. That there shall be a freight and passenger station at or near Holstein, in the Township of Egremont, or Orchardville in the Township of Egremont and Normanby and two flag stations, one between Mount Forest and Holstein or Orchardville station and the other between and last named station and Durham.

2nd. One passenger and freight station at the Town of Durham, or, at least, within one mile thereof.

3rd. One passenger and freight station at or near Griffins' Corners, and a flag station between Durham station and Griffins' Corners station.

4th. One passenger and freight station at or near the crossing of the river in the vicinity of Williamsford.

5th. One passenger and freight station at or within a mile of the Village of Chatsworth and a flag station between Chatsworth and Owen Sound.

6th. The Railway shall come to the waters of Owen Sound Bay, and that there be a passenger and freight station in the Town of Owen Sound within one and a quarter miles of the Town Hall and Market Building in Owen Sound.

7th. That the construction of the road be commenced at Owen Sound and Mount Forest and carried on simultaneously from Mount Forest and Owen Sound and be completed within two years from the delivery of the debentures to the Trustees under the Act Incorporating the Toronto, Grey and Bruce Railway.

8th. That before the delivery of the debentures the said Company shall give their bond to the Corporation of the County of Grey in the penalty of \$400,000 for the performance of the first six clauses above mentioned.

9th. That the said Company enter into an agreement with the said Corporation of Grey to complete the Railway and have it running within two years from the delivery of the debentures to the said Trustees, and to pay by way of liquidated damages the sum of \$5000 per month for each and every month after the said two years that the said Railway remains incomplete, and not actually running.

The ratepayers in Owen Sound will recollect that in calculating the rate we will have to pay, they must calculate it on the basis of the equalized rolls, and not on our own local assessment.

To the Editor of the Advocate.

Sir,—Will you please publish the enclosed letter, received by me from the Hon. D. L. Macpherson:

S. J. Lane.

TORONTO, Nov. 18th, 1870.

MY DEAR SIR.—I am informed that some of my friends in the County of Grey attribute my having declined to serve as a Director of the Toronto, Grey and Bruce Railway Company to a want of confidence in their enterprise. I assure you this is not the fact.

My only reason was my own inability to discharge the duties, owing to the pressure of my other engagements.

I had been aware in advance that it was the intention of the Shareholders to elect me a Director, I would have told them that I could not possibly accept the office.

I have the strongest confidence in the enterprise, and also in the management. All the engagements hitherto made by the Company have, I believe, been strictly carried out, and I have no doubt whatever, that all the agreements the Directors may enter into with the Counties of Grey and Bruce will be faithfully performed.

Yours very truly,
D. L. MACPHERSON.

To S. J. Lane, Esq.,
Owen Sound.

B. Allen.—This gentleman has to-day rec'd

Dear

This Cou
the 19th in
Members
chair.

The Mu
and confir
J. Mr. Wo
mid to mak
line betwe
Moved 1
Hall.

That M
expend
bridge on
Con. 12.
The Br
Duncas
changes t
Sections I
Derby at
Moved Hall.

That
and othe
notify t
tions tha
ing take
from S.
same to
and to d
4. Con.
from U
and atta
Carried

Mr. J
a certif
respect
job at C
Mr. A
a reduc
lot sout
of 5000
of said

Mos
Hall.
The Count
taxes c
S. wh
Mr. /
road w
lot is
ried.

Acc
passac
Mr. the n
expen
Davis
He Elect
low.
El No.
his b
Alex
Ci
Deca

T
Hal
F
Mr.
B
and
I
pre
J
enc
] out
pri

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

Mr.
the
a
re
T
A
se
at
V

OSA

24 NOV
1870

1/2

wants a railway
the 900 will be

Town Council.

The Town Council met in Coulson's Hall on Monday evening last; all the members present, His Worship the Mayor in the chair.

A number of communications were read, among others an application from Mr. Thomas Neving, to be appointed Market Clerk. Accounts were presented from different parties and ordered to be paid, with the exception of one from J. H. Little, ADVERTISER Office, which was referred to the Finance Committee.

The offices on the upper flat in the North wing of the Market Building were let to Messrs. Creaser & Morrison one year for \$120.

A communication from the Mayor, relative to the broken frontage on the River, was read. Upon this important question a considerable discussion arose, which resulted in the adoption of the following resolution:

Moved by Mr. Lane, seconded by Mr. Chisholm, That the Mayor, Messrs. A. M. Stephens and Parke be appointed a Committee to value and lease the broken fronts on the East side of the River, from Division street to Campbell street, at least such as are not at present leased, and to take such proceedings as they may consider necessary to collect such rents as may be now in arrear on account of such lots, and generally to take such action in the matter as they may deem advisable.

A communication from Mr. J. Johns, of the Battalion Bank, offering to furnish the Council with the Council for the opening of the Hall by a concert, so soon as the Hall is ready for the purpose.

Quite a lengthy discussion among the members hereupon ensued—some contending that the Hall should be opened with a concert and ball, others opposed to the innocent amusement of dancing, argued that a ball was quite superfluous, and that a concert only was more in accordance with the wishes of the rate-payers generally. The argument terminated by the appointment of a committee to make all necessary arrangements for the proper opening of the building. The names of the gentlemen appointed (with power to add to their number), are Messrs. Lane, Butcher, Stephens, Little, Chisholm and the Mayor.

Now that the names are left entirely in the hands of the above named active Committee, we feel persuaded our new Town Hall will be opened in a manner satisfactory to the wishes and taste of all our citizens.

The Market Committee reported that they had let the Butcher's stalls in the Market Buildings to the following named Butchers, at the following prices—No. 1, James Neving, \$80; No. 2, Alex. Scott, \$80; No. 3, H. Hopkins, \$13; No. 4, M. Sulivan, \$47; No. 5, W. Groundwater, \$49; No. 6, D. Neving.

Mr. T. Roberts' application for an office in the Market Building—referred to Market Committee.

The vexed question of opening up Hill through the property owned by Mr. Doyle, for the last twelve years, was again brought before the Council.

Mr. Doyle made his defense in the criminal action of Darragh, in having his pipes of water, passing through the property, from the pipes that supply their own houses with water.

Mr. Lane thought the defense of Mr. Doyle was too strong. This application was referred to the Market Committee.

Board in England, to the effect that their Company were prepared to build their road to Durham (mark, no further). The telegram really was, however, as asserted by a gentleman who saw it, to the effect that the matter would be laid before the Directors for their consideration.

We understand the tactics of the Hamilton gentlemen too well to suppose that every effort will not be made to defeat the By-law, and that the people will be told some very plausible stories, but let them not be led away by clap trap; it will be too late to remedy their error after the 12th, should they vote against the By law. The W., O. & B. Co. have undertaken more than they can accomplish already in Bruce; they had better finish one job first.

Keppel Council.

Council met pursuant to adjournment on the 11th Nov., at Mitchell's Hotel, Oxenden. All the members present, the Reeve in the chair. The minutes of last meeting were read and approved.

Moved by Mr. Brown, seconded by Mr. Dinsmore, that the Reeve issue his order on the Treasurer for \$9.75, in favor of Jas. Brown, for four stone hammers furnished for the use of this municipality.

Moved by Mr. Brown, seconded by Mr. Dinsmore, that the Reeve issue his order on the Treasurer for \$6, in favor of Charles Foster, for work performed on the roads.

Moved by Mr. Brown, seconded by Mr. Dinsmore, that the Reeve issue his order on the Treasurer for \$6, in favor of Jas. Brown, for \$5, for work performed on the road.

The Clerk was instructed to notify the Treasurer to erase \$5 taxes for 1869 received from A. G. Campbell.

Moved by Mr. Smith, seconded by Mr. Mills, that the Reeve issue his order on the Treasurer in favor of John McGlelland for \$3, the same being paid in error.

Moved by Mr. Brown, seconded by Mr. Mills, that those to be allowed to work back taxes against lot 10, con. 14, for the years 1865 and 1866, said work to be performed under the superintendence of Mr. Brown.

Moved by Mr. Brown, seconded by Mr. Dinsmore, that leave be granted to introduce By-law No. 30 to establish a road from lot 12, con. 13, to the South Diagonal between lots 23 and 24, lately surveyed by this Corporation; also the road surveyed from lot No. 17, con. 1, through lot 18, con. 6, to the South Diagonal, and that it be read a first time.

By-law No. 30 passed through its different stages, was signed, sealed, and engrossed in the manner.

Moved by Mr. Smith, seconded by Mr. Mills, that the Reeve issue his order on the Treasurer in favor of Charles Rankin, Esq., for \$27, for surveying and maps for the above mentioned survey.

Moved by Mr. Smith, seconded by Mr. Mills, that the Reeve be appointed to attend the annual general meeting between this Municipality and J. W. Scott.

Moved by Mr. Dinsmore, seconded by Mr. Brown, that leave be granted to introduce By-law No. 31 to appoint Returning Officers and other officers in this Municipality for the year 1870.

By-law No. 31 passed through its different stages, was signed, sealed, and engrossed in the manner.

To S. J. Ow
B. Ac
eived s
out the
offere
chaser,
he can
fit to th
week.

The
deliver
Sabbat
Church

Lit
on Fri
store.
ings at
are ap
Edward
Morris

OSA
24 NOV
1870

212

Owen Sound Advertiser

Owen Sound, November 24, 1870.

YOUR DUTY.

It will not be out of place to remind our readers, who are in favor of the extension of the T., G., & B. Railway through this County, of the importance of giving the scheme all the active support possible, in order to secure the passage of the By-Law, those who intend voting for it must use all their influence, and leave no legitimate means untried, to swell the number of votes to be cast for it. A mere passive support will not suffice. Every one of those who favor the passage of the By-Law should come to the polls, and cast their votes. Let no one think, because all those in his particular locality are favorable to the scheme, that he need not come out and vote. Let it be remembered that a great many men in the Southern part of the County are active in their opposition, and further, let it be remembered that such activity is prompted by the most selfish of motives. These men know now that railway communication must come near them, at any rate. They would, therefore, withhold their aid, and condemn, for years to come, the rest of their less favored neighbors to the present pent-up condition. They would not only bar railway communication without paying for it, but they would sacrifice the interest and prosperity of others to their own sordid selfishness. To defeat this injustice is the duty of every right-thinking, liberal-minded man.

To effect this laudable purpose, let those in favor of the By-Law come to the polls. Not only that, but let every one of such urge his neighbor to do so also. The vote on the 12th of December will decide the matter, one way or the other. It will either give us immediate railway facilities, or else it will throw us back for years, and keep us in our present isolated condition for the next ten or fifteen years. Farmers, above all others, should make strenuous efforts to procure the railway at the present time. From the appearances at present presented in the politics of Europe, a great and probably protracted war is likely to ensue. Prices will rise, and produce will be demanded. In order that our farmers may reap the full benefit of this state of things, rapid and easy transportation is a necessity. Then, the farmers of Western Grey see to it that they place themselves in the most advantageous position possible, by means of a railway.

The Mayoralty.

We understand, from the best authority, that Wm. Miller, Esq., the present Mayor, will seek re-election for the year 1871. We think he is "the right man in the right place."

Rumours.

There are certain rumors afloat relative to the capacity, or rather want of capacity, of the narrow gauge roads, as eradicated by the working of the Toronto and Nipissing Road. We have traced these rumors to a certain contractor whom we are told—and it is so stated by himself—that he has, as a contractor for a portion of the Nipissing Road, bodily burnt his fingers. We don't expect this gentleman, under the circumstances, to offer us a good feeling towards the road of the Company, and we should prefer basing our opinion of the capacity of the road on more unprejudiced evidence, especially as we have received very favorable statements from others and more reliable sources.

The Directors have offered, at their own expense, to take any two, three or more gentlemen from this County to inspect the working of our roads for themselves. In fact have offered to take any two, three or

four lately. J. McMahon, a give one cent and Hamilton they like, an but they will track, do a them to run ship, but not McMahon's part voices in be polled. Can it be the views of cannot help people of then there the part of Let every wants a rail the road, wi

The Top
Monday es
His Worst
A numl
among oth
Neving, to
counts we
and urban

one from
which wa
The off
wing of t
Creator &
A com
to the br
Upon thi
discussio
of the fo
Move
Chisholm
Stephens
to value
East sid
Campbell
present
they mi
rents us
such lo
the ma

A ec
Bennet
resident
Hall, L
for the

Qui
born h
the II
ball,
ment
quite
more
payed
by th
neces
of th
appo
are b
Chis
N
hand
too,
he
wishes
had
Bull
the
800
Ho
o
17
1
3
Ma
in
the
ring
loc
ad
wa
ph
ve
M

under per to ith, a ith, a reputa- pion a q ue- ; and at no justice, ex- "Spec- failed have aid of tator" least of his in not tive.— is pro- bring editor write patent

Prin- hand in ne, the style,—a eChail- it joy a large German in Bri- classes, or a nu- what

ie of the ruined at it is well ed to the retrothul ission as e of the er's sub- g such a nce since fy King ended at egimato e. That prince or without The pro- egal, and town her it to it.

oratio institutions." It is truly very of them to patronise the Queen of Great Britain, and just what we would expect from a people who feel big enough to patronise Providence. But as Burns says:

"O, was some power the while glo' us,
To see ourselves as others see us."

Her Majesty has done an act in keeping with the progressive spirit of the age, without ever once thinking of America or her institutions; and no doubt our American cousins think that it opens the way for some of their smart men to get united to royalty in future.

THE HON. W. H. BLAKE, a distinguished jurist died in Toronto on Tuesday, the 15th of November, in the 62nd year of his age. He was born in Killiney, Wicklow, Ireland in 1809. He emigrated to Canada in 1832, and was called to the bar in 1838. He entered the Parliament of Canada, in 1847 and became his Solicitor General in 1848. In 1858 he accepted the Chancellorship of Upper Canada, which he held till 1862, when he resigned through ill health.

RAILWAY ITEMS.

A BY LAW granting a bonus of \$400,000 in aid of the extension of the Toronto, Grey & Bruce Railway from Mount Forest to Owen Sound, has been submitted by the council of Grey, to the electors of the western municipalities of Grey. The vote on the by-law will take place on the 12th of December, and if the electors ratify it, the proposed extension is to be constructed before the close of 1872. One of the conditions upon which the grant is to be made, is that there shall be eight regular stations established and maintained on the extension.

A RAILWAY MEETING was held at Streetsville on Monday evening, to discuss the propriety of building a Railway from Streetsville to Port Credit. Mr. Jas. Goodorham occupied the chair, and the meeting was addressed by Messrs. F. C. Copeland, R. Barber and others. A majority of the speakers favored the Credit Valley Railway, from Orangeville to Streetsville, with branches to Milton and Toronto; but in the event of the project failing, expressed a desire to support the smaller scheme of a line from Streetsville to Port Credit. A resolution was, however, carried unanimously, pledging the meeting to use its utmost endeavors to secure the passage of a by-law for granting a bonus of \$20,000 in aid of the first railroad that may pass through or lead to Streetsville.

Mr. CUMBERLAND met the municipal

stocked with dry goods and general Messrs. Henry & Bros, will continue the business of grocers in the same building with Mr. Neal.

Magnates
not porti
dystatichu
North.

the ratio
and Cha
one action
dun whe
resulting
French.
subsequ
the 22nd.
that d A
right, hi
care is t
but it is
he is de
with a p
the buli
000, no
Keratry
Bonne
will th
their ec
der the
relle.
serves,
perfect
Keratry
effect j
not be
reserve
the L
holding
Chatez
Freder
commu
leber,
bleau.
probab
The u
be 12th
has dr
be co
army
main
Vitez

ACCIDENT IN LUTHER.—A sad accident happened to Mr. William Thomson, of Luther, the other day. It seems Mr. Thomson was assisting to take out timber for the railway, and that while passing a man who was chopping, he got the full blow of the axe on his shoulder, making a fearful gash. Two men conveyed him to S. Stuckey's Hotel where the wound was stitched and dressed. Mr. Thomson is doing as well as could be expected.

SERIOUS ACCIDENT.—An accident, nearly attended with fatal consequences, occurred near Alton on Tuesday, the 15th of November, to a son of Mr. Wm. J. McClellan, aged 4 years. It appears the little fellow had got upon a heavily laden truck to have a ride, but by some mischance fell off, and one of the wheels passing over his arm, mangled it fearfully. Dr. Kiddal, who was in immediate attendance, has strong hopes of being able to save the arm.

SEWING MACHINES.—Mr. Acheson, of the Bazar, East Broadway, Orangeville, has at present on hand a variety of these useful articles, but the machine which attracts the most attention is the Gardner patent, which, in addition to the usual accompaniments, possesses a knitter, which can be easily attached to it, and do all the knitting required by a family with the greatest ease. It is manufactured in Hamilton, and the price is very reasonable.

The Franco-Prussian War.

FRENCH REPULSE—CAPTURE OF DREUX.

VERSAILLES, Nov. 18.—The King to day telegraphed to Queen Augusta at Berlin that the Grand Duke of Mecklenburg yesterday repulsed the enemy along the whole line; near Dreux. Gen. Treckow at the same time captured Dreux; many prisoners were taken. The enemy were pursued in the direction of Le Mans.

TORUS, Nov. 18.—A detachment of Gardes Mobiles under Gen. Figrek which was advancing from Lemaire along the line of railway from that city to Chartres had reached Dreux, 25 miles south-west of Versailles, when they encountered the 17th Division of the German army. Being outnumbered the detachment fell

It
the 1
shots
canno
Lux-

T
at C
Ri...

OS
24
NOV
1870