



Owen Sound Advertiser

Owen Sound, April 6th, 1871.

THE RAILWAY.

In a few days our County will be over run with strangers, and we would ask what is the meaning of all this outside interference in the business of the people of the County of Grey. Well, we believe the time has come when we, as a people, are alive to the necessity of railway connection with the frontier of our Province, and we think that our readers are in a position to judge for themselves as to what is for their own interests. The people of Toronto, believing that to be the case, desired the question to be coolly considered by the representatives, and that they should be left to record their views accordingly; they therefore offered to remain at home provided the Hamilton voters would do the same, and allow the people to choose for themselves between Toronto and Hamilton. But the Directors of the Wellington, Grey and Bruce Company would not agree to this proposal, and we believe we may safely say, that no stone will be left unturned in defeat

the By law for the Central Road to Toronto. These men, will, during the next week, be found at every four corners holding forth on their favorite topic.

They will tell you that all the fat cattle in Canada go to the States, and that they will build you a road to take them there direct without punishment and at a less cost than any they company can do it for. Is this true? No, it is a barefaced plumper intended only to deceive. What are the facts as taken from actual trade reports? The tables of Trade and Navigation for the fiscal year ending 30th June, 1870 show, that for the year so ending, the exports of horses, horned cattle, sheep and swine to have been as follows:—Total export of horses, 1,316, of which only 230 crossed the Suspension Bridge, scarcely 3 per cent of the whole; total export of horned cattle, 81,663, of which 1,660 of which crossed the Suspension Bridge, the remainder were sent by British and other vessels from Canadian ports, Montreal and Quebec principally. Thus we see that only 23 per cent of these whole went by the Great Western railway; total exports of sheep, 5,670, only 3,214, or 43 per cent crossed the Suspension Bridge, the rest having gone east to the seaboard; total exports of swine, 194, only 151 or 1/10th every 600 went over the Suspension Bridge, the rest having gone west.

This, we think, proves conclusively that we want a railway which will take our produce onward, and not one which would carry our produce where a very small per centage of it could find a paying market. We have gone to some trouble to give our readers these figures, both they can use to prove that the statements of the Hamiltonites are defective, and calculated to mislead.

Our own readers will be told that all the lumber of the North Shore will be carried over the Wellington, Grey and Bruce road to the Suspension Bridge, and in the neighborhood of Owen Sound supplies will be purchased by the lumber vessels and taken north. This argument is equally delusive, for by a careful calculation we find that the railway freight on lumber from Owen Sound to Albany, New York, is equal to the price it sells for when there, leaving nothing for the manufacturer. Lumber is never carried over long railway routes when it can be shipped by water. There is not one foot out of every thousand feet now manufactured in Canada that goes by rail over the Suspension Bridge. It is useless pursuing this subject further than to simply note that in twenty years the loss of extra freight by the Hamilton road to this County, or we will say the townships of HOLLAND, SULLIVAN, DETHBY, SYDENHAM, KEPPEL, and SARAWAK, IN GRAIN ALONE, WOULD MORE THAN PAY THE TOTAL BONDS FOR THE CENTRAL ROAD.

We will suppose there are 2,500 farmers in these townships who will sell one hundred bushels of wheat on an average each year, this would be 250,000 bushels per year. The extra cost of carriage for each hundred bushels of wheat over the 70 miles of extra road to

OWEN SOUND AND RAILWAYS.

As the vote for the Central Railway is to be taken in Owen Sound on Saturday next, the 8th Inst, it will not, perhaps be amiss to consider some of the advantages which may be reasonably supposed to follow the advent of a railway to this place.

That our town, under the influence of railway enterprise, will increase in wealth and population, that new and extensive fields of business will be opened up, that the immense water-power of our rivers will be utilized for manufacturing purposes, that property will rise in value and more readily change hands, that our town will feel a new impulse and be started on a more exalted and prosperous career, are advantages which must necessarily play an important part in moulding the future destiny of this place. The increased facilities for travel, and a quicker and cheaper freighting, although in themselves of great importance, sink into insignificance when compared with the aggregate indirect benefits which we here see will spring into existence. Railways make business; under their magic influence old lines of trade receive a new impetus and new ones are created.

Our harbor, deservedly the pride of these northern lakes, stands unrivaled for both capacity and safety. In all winds the fleet of a commercial world may here ride in safety. It contrasts favorably with the Collingwood harbor, for when the wind is in a certain quarter vessels are compelled to take their leave of it and seek refuge behind the Christian Islands. Difficult to enter during heavy seas, and affording only partial security at best, no matter how much money may be added to the amount already lavished upon it, for ease of access, security and capacity it can never compete with the harbor which nature has given us. Here, then, is the great secret of the present strife between railway companies to bring their respective lines to this point. Or rather, we should say, this harbor accommodation in connection with the fact that Owen Sound happens to be located on the highway between the great North-West and the produce markets of the world, is what is arousing the attention of those wishing to do a carrying trade.

Never before, we venture to say, was there a more critical time in the history of this Town. On the one hand, we see the prospect of our Town at no very distant day assuming the proportions and dignity of a city, increasing under the power of trade until it becomes a little Chicago. On the other hand, we fully believe it quite possible for a mistake to be made that will involve the loss of all the advantages here referred to, and now apparently just within our reach, destroy the splendid opportunity now offered to grow rapidly into importance, and doom us to our present slow-coach way of getting along for an indefinite time to come. How can this be, some of our readers may ask, seeing that to a certain extent these arguments apply to either of the rival railway enterprises, and we are sure one of them? Are we sure of this? There is the rub. This mill-dampon the course we take. It is very generally admitted that if the bonus is voted for the Central Road that this Road will, in a short time, be built from Toronto to Owen Sound, and fully equipped. No one can have any reasonable doubt about this. Now, it happens to be just the reverse in reference to the W. G. & B. line. We have, in former issues, so fully shown the extremely frail nature of this Company's guarantees, the great improbability of the road ever being built, and their manifest object in overthrowing the Central Road, that it is quite unnecessary to dwell further on the matter.

To say nothing of the extreme unlikelihood of the same Company building two parallel competing lines, the one from Chatham to Owen Sound, and the other from Clifford to Sooty Harbour, there is this fact staring us in the face, that no Government grant can possibly be expended on such parallel lines, accommodating only one section of the country.

On the other hand, as the Central Road answers all the conditions upon which the Government grants are to be made, there is not the shadow of a doubt but such assistance will be readily secured for it. Can we therefore afford to jeopardize our railway

we say it never Ontario right, for sending us to represent her. It is a shame

of the Government that however the treaty binds them to build the railway in ten years, they have already by two of their members intimated their intention to repudiate the bargain. Both is the honor prevailing among the members of our Dominion Government. As Mr. Blaikie said in regard to one of the martyrs: "Their word is as good as their bond, and their bond as their word;" but, like the Irishman's character, it was of so little use to him he threw it away. Truly it is time they gave place to better men. It would be a fine thing for Canada if it could throw away the Government as Pat did his character, but, but it would. Ontario must go to trust her next election, if she should enjoy good government. Let her but repeat the lesson she has given the Combination, and we may hope for good yet.

Railway Meeting.

At a public meeting of the Ratepayers of the Township of Sydenham, held at Waterloo's tafers on Tuesday, the 4th of April last. The Rees in the chair. The following resolution was passed with but two dissentients.

Moved by Mr. G. Gordon, seconded by G. Hopkins. That in the opinion of this meeting the interests of the County of Grey will be best served by an extension of the Toronto, Grey and Bruce Railway from Orangeville to Owen Sound, and we do hereby pledge ourselves to support the same by our votes on the 18th of April instant.

This resolution was passed after a full discussion of the whole Railway question and may be taken as a fair expression of the sentiments of almost the entire Western part of Sydenham. The only thing to be feared is that from the fact of the farmers being so extremely busy they will be reluctant to spare time to go to the polls. They must remember, however, that this question is one peculiarly affecting their interests, and that if they will not give a few hours on the 18th, to the recording of their votes, they will have themselves only to blame if the By law miscarry.

The polling places in the several townships are so distributed that very few indeed will require to give more than half a day, and if they refuse that, let them never again utter a word of reproach against others because of the want of Railway facilities. Let the farmers leave their houses so as to be at their several polling places at nine o'clock when the poll opens, and the cause in which they cannot be home again will be fairly argued. With themselves, as has been said often before, rests the issue. If they pass the By-law on the 18th, it is as certain as anything belonging to the future can be, that before this time two years the Toronto, Grey and Bruce Railway will be completed from Toronto to Owen Sound,

Narrow Gauge Railways.

To the Editor of the Advertiser.

SIR.—I understand that in the contest now taking place in the county of Grey between the Toronto, Grey and Bruce and the Wellington, Grey and Bruce Railways, both of whom are seeking for Bonuses to aid in their construction, the old cry against the efficiency of Narrow Gauge Railways is being brought up again.

I have not up to the present time taken any active part in the discussion of Broad and Narrow Gauge Railways, but when I find statements made which are wholly at variance with the facts, I feel bound to come forward in the interests of those Railway Companies who have perpetrated me with the charge of their works, and to prevent the ratepayers of the County of Grey from being led away by statements from unscrupulous persons whose only object is to mislead.

With your permission, therefore, I will as briefly as possible give a few facts connected with Railways of 3 feet 6 inches gauge to show their capabilities of carrying all the traffic which is likely to come upon a Railway through your section of the country. In doing this let it be understood that I mention nothing which has not come either within my own personal experience or that of the authorities I name in each case.

There are four points upon which I will touch, being those most often controverted—namely Speed, Safety, Snow, and capacity for carrying Freight and Passenger traffic.

1st. Speed.—I have travelled both here and in Norway on Narrow Gauge Railways, at a speed of 35 miles an hour with perfect safety. The manager of the Queensland Railways writes as follows:—"I have run trains at speeds of 30 miles an hour, and found them smoother than on an ordinary

The Cattle Trade.

The advocates of the Wellington, Grey Bruce Railway, during the Railway campaign last fall, made a great deal about the cattle trade, and claimed that the farmers of Grey would be material gainers of direct connection with Suspension Bridge. To give color and force to this statement they asserted that the bulk of the cattle destined for the United States passed out of Ontario by that channel. Let us see how this assertion tallies with the facts as developed by the tables of trade and navigation for the Dominion of Canada for the fiscal year ending 30th June, 1870, pages 284 and 300.

The exports are therefore down as follows: Horned Cattle, 16,033; Sheep, 18,122; Swine, 10,171. Of the horses 18,077 went out by land carriage, but only 2,600 by way of Suspension Bridge; of the sheep, 10,460 went out by land carriage, but only 3,119 by way of Suspension Bridge; of the swine, 2,607 went out by land carriage, but only 181 by way of Suspension Bridge. The remainder left the Province as follows:

By British vessels—horses, 2,017; horned cattle, 50,557; sheep, 15,119; swine, 38,566.

By foreign vessels—horses, 2,762; horned cattle, 1810; sheep, 18,004; swine, 2,222.

These statistics are beyond suspicion, be-

cause they are compiled by wholly disinter-

ested parties and designed for the informa-

tion of the public in general, and of the mer-

chantile community in particular.

And yet the Hamilton men, with the knowledge that they were asserting and publishing what was false, get a lot of drivers as unprincipled and as untrustful as themselves to put their names to a statement alleging that the chief outlet for the cattle of Ontario to the States lay in the Great Western Railway to the Suspension Bridge. The story was believed by many and they were misled accordingly, but they are not to be caught in such a trap again.

With such a record as their's it will be required of them for the future to produce authority to support their statements before they obtain credit for them, especially when they have it on the authority of one of their chief agents here, that "means and means" are coming to defeat the By-law.

It is well understood, however; that the stations will be built at or near certain places. Now how near does this mean? Let us see. In their recital of the acts of incorporation they say that power is given to them to lay the railway scheme likely to be carried into effect for years to come, but we believe the electors will be found impetuous to the "means." IT WILL BE RUEFULLY AVAILED for the Wellington, Grey and Bruce men or their Hamilton backers to "say money" to the farmers want a railway, and they are going to support the one that seems to them likeliest to be got in the shortest time, and that is the Toronto, Grey and Bruce Railway, and that is in a serviceable condition, and with all the "means" they can bring with them to try to defeat it.

To the Editor of the Advertiser.

DEAR SIR.—As railway matters are exciting a great deal of interest at present in this County, would you permit me, through your columns, to mention a few facts in connection therewith, touching the narrow-gauge.

We will, in the present month, have two by-laws submitted to us for our approval or disapproval, one for a direct route to Toronto and the waters of Ontario, and the other for a circuitous route to Hamilton and the same waters. The exceeding crookedness of this route must be apparent to all when it is known that there is only a difference of eight miles to Hamilton by either route, and that, by the Toronto, Grey and Bruce road, during the greater part of the year, a saving can be effected to the Suspension Bridge of thirty-one miles. But of the advantages of this, the old Central route, the taxpayers are now very well aware. But

there are other and weighty reasons why we should support the Toronto, Grey and Bruce By-law in preference to the other, viz.: It was at the request of the majority of the representatives of the people in the townships intercalated with their assistance and consent the By-law was compiled, having the stations mentioned and the conditions annexed, guaranteeing to begin the work at both ends of the road simultaneously. They further agree to give their bond in a sum equal to the bonus asked that the road will be completed in eighteen months, and they will also enter into an agreement with the Corporation of this County to pay, by way of liquidated damages, the sum of \$5,000 per month, after two years from the delivery of the debarments to the Trustees, for each and every month thereafter in which the railway is not in actual running.

Now contrast with this the conduct of the Wellington, Grey and Bruce Company, who

FARMERS OF NORTH GREY, BEWARE!

The voters of the largest part of this County will in a few days have the privilege of giving the most important vote which has ever been given in the County. This, of course, will readily admit: How important therefore that we look before we leap and consider well the two By-laws now before us, so that we may be able to vote intelligently on their merits. That there is a vast difference between the two By-laws, our readers will see at a glance. The Toronto, Grey and Bruce By-law is full in every particular and leaves the Company no back door to slide out at, should they be ever so willing. The reader will naturally ask how they came to bind themselves so fast; the reason is obvious. It is the same with companies as with individuals. If a contractor feels himself able to finish his contract in a specified time he will not hesitate to give any security which is in his power, but if he is anxious to secure the contract and sees that he cannot be up to time he will give no security. He may take the contract twenty or twenty-five per cent, above than the man that gives security, and by doing it his own way, and in his own time, may make as much money at it, if the person or persons letting the contract are fools enough to give it to him. Let us look now at the Wellington, Grey and Bruce By-law. They are careful not to call themselves a Railway Company, which in reality they are not, but simply a Company to build the road and have a share in its earnings, but have no voice in its management. How then could they make a good and sound contract with the people when they as a Company own nothing. They would not give us the only guarantee which they could give, that of beginning work at both ends of the road, though asked to do so at the special meeting of Council by one of their strongest supporters, the Reeve of Bentinck. After bringing up a motion to the effect alluded to, he said, "The Toronto, Grey and Bruce By-law has some very nice and important points in it, and we want to have just as many nice points as they have," and told the Hamilton delegates that unless it were so their By-law would certainly be defeated. Second: They say that stations will be built at or near certain places. Now how near does this mean? Let us see. In their recital of the acts of incorporation they say that power is given to them to lay the railway scheme likely to be carried into effect for years to come, but we believe the electors will be found impetuous to which or through which or near which the railway will go. Not the word near may refer to both cases alike. Keppel's nearest point to the south side of the Geor-

gia Bay is five or six miles; the average distance of the whole township being, say sixteen miles, so that if the Wellington, Grey and Bruce Company build their stations within this distance of the place mentioned they will fulfil their agreement. Let all who have an interest in getting a railway to go to the polling place on the eighteenth and vote for the Toronto, Grey and Bruce By-law which secures us a road, and not wait for your neighbor to start, but take an interest in it yourself.

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The Liout-Governor's Warrants.

Ex-Attorney General Lejeune acted as Scrutinizer at the late elections in Manitoba, the warrants which caused so much rejoicing in the Ontario Parliament notwithstanding. And one Deiforme, said to be a juryman in procuring the murder of poor Scott, has been returned to the House of Commons, and will take his seat there, and the Conservatives will let him, for why is it not of a piece with the whole proceedings. We shall have Hielback too, by and bye, and Ontario Conservatives will "curl their noble rags" and shake hands with the murderer, at Cartier's command. It is only another link to eat in "earnest of revenge" possibly. Serve the people of Ontario right. If they send tools to Parliament they may expect that the tools will be used. That is what tools are made for. We may trust Blake, McKenzie, &c., however, for not letting this man take his seat without protest. Indeed we do not see well how he can be charged with so foul a crime, but as the little Magnet remarked the other day, "the impossibility is a thing that no one knows." We shall see.

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We will suppose there are 2,500 farmers in those townships who will sell one hundred bushels of wheat on an average each year, this would be 250,000 bushels per year. The extra cost of carriage for such hundred bushels of wheat over the 70 miles of extra road to reach Toronto would be \$2.50, or on the 250,000 bushels of wheat shipped, \$6250 now, for twenty years, we have the sum of extra freight of \$125,000 principal, then add interest compounded and we find that sum is doubled, and that the actual loss to these townships alone would be \$250,000, or nearly the total cost of the Central Road. To make our figures more plain, EVERY FARMER WHO SELLS ONE HUNDRED BUSHELS OF WHEAT A YEAR AND WHO VOTES FOR THE TORONTO ROAD IN PREFERENCE TO THE CENTRAL ROAD, VOTES THAT HE HIMSELF SHALL ACTUALLY LOSE \$6250 IN TWENTY YEARS BY SUCH EXTRA FREIGHT. Then when we take into consideration other items we may safely conclude that the Hamilton forty and their friends will get a very cool reception in Grey, or we are mistakes in the character of our fathers.

We write as though there was the same probability of getting the one road as the other—but we can assure our readers that if they vote down the Central By-law now, they will be at a long time without a railway, as the Hamilton Company have not the slightest intention of running further than Durham, as they think that by running their road to that place they will prevent any other railway from entering the County of Grey. All they want is to get money of the North Grey farmers to carry out their dishonorable design. Let the farmers in North Grey carry the Wellington, Grey and Bruce By-law, and they will find that they will have to drive their grain through the mud to Neaford, Durham, or Southampton ship by rail, and that the Durham flax will cost them fifty cents out of every dollar selling home.

We think we have shown, first, that it would be to our own interest to vote for the Hamilton Road even if it were a genuine scheme, and as that Company have refused to give security for the building of their road, we think it only fair to assume that they have no intention of completing it to Owen Sound.

Vote for the people's Road—150 Central.

Vote for the shortest Road—the Central.

Vote for the road that will be commenced at Owen Sound next July—the Central.

Vote for the road that will be finished in eighteen months or the Company forfeit \$5,000 per month—the Central.

Vote for the independent company who run their own roads and are responsible—the Central.

Vote for the road that is built by Canadians with Canadian capital, the road that will connect you with the chief city of our province, and not for one to connect with people who have no sympathy with you.

For the Own Sound Co. Company will meet this Thursday evening in the Council Chamber at the usual hour.

of getting along for an indefinite time to come. How can this be, some of our readers may ask, seeing that to a certain extent these arguments apply to either of the rival railway enterprises, and we are sure one of them? Are we sure of one? There is the rub. This will depend on the course we take. It is very generally admitted that if the bonus is voted for the Central Road that the road will, in a short time, be built from Toronto to Owen Sound, and fully equipped. No one can have any reasonable doubt about this. Now, it happens to be just the reverse in reference to the W. G. & B. line. We have, in former issues, so fully shown the extremely frail nature of this Company's guarantees, the great improbability of the road ever being built, and their manifest object in overthrowing the Central Road. That it is quite unnecessary to dwell further on the matter.

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On the other hand, as the Central Road answers all the conditions upon which the Government grants are to be made, there is not the shadow of a doubt but such assistance will be readily secured for it. Can we therefore afford to jeopardize our railway prospects by discarding the only scheme we are sure of getting? It would be folly in the extreme to run the great risk which would be involved in voting down the By-law on Saturday next. We are satisfied the ratepayers of Owen Sound understand the Railway issues and appreciate the interests of the Town well to take a suicidal course of that sort. With the Central Road voted down our chances for any road at all are of the very slightest kind. With the Central Road built, we stand the best possible chance of having at some future day two other roads built, free of expense to us, to Owen Sound. With three railways and the Great North West Trade, who will say that our Town may not yet revel in the great commercial glories of another Chicago.

BRITISH COLUMBIA.

The same Columbians are getting a famous "hang-up" out Government. "More, by far than they ever expected, have they obtained," Sir George E. Carter is trying to tell Mr. Seward in his land speculations. And, according to his means, he promises fair to outstrip him in the extravagance of his purchases. Perhaps, after this, he may try to buy back the State of Maine from the Yankees, and give them a thumping price for it. But no; that is a purchase that would not suit his book. He would be undergoing the major excommunication if he were to try that. What can possess him to be so blind to British Columbia, we know not, unless, perhaps, he wants to play it off against Manitoba and divide the streams of emigration and freedom of thought and speech from the bordering Metropolis. Truly the frog, having himself to the size of a bull, and bursting in the attempt, is not a sensation to the little Harrow's mighty swelling to be equal to the Government at Washington in the acquisition of lands. As usual, however, he is supported in his scheme by Ontario members, and as usual Ontario has to pay the piper for this ridiculous dance. One is astounded (although knowing the agile tail that wags) at the Minister's will, we need not be astounded at anything it does) that an Ontario majority could go to vote blindfolded for such propositions as were laid before the House of Commons. Without a proper estimate of the expense of a railway, without any survey having been made, by haphazard and guesswork the sum of one hundred millions of dollars is based upon all the probable cost, and this man is talked of as glibly as if the dollars were plentiful that it would be a mere trifle. Again, Ontario gives a grant of land, but British Columbia is to be paid for the grant it gives. Stores Ontario right, too, if it could do a lot of trading himself to Ottawa and its representatives. Again, a money grant per head, Indians and all, is to be made to British Columbia of over half a million dollars of which, of course, Ontario will have to pay the largest share. But it is useless to enlarge further. British Columbia may say of Canada, quoting Shakespeare: "Richard III."

"From my life, she finds, although I cannot myself be a marvellous reader."

Note when such extraordinary sums are taken to secure her, as one of our Confederation. And to all this extravagance the Ontario majority shouts "so mote it pass." "Hail! Hail! Hail! Hail! to the great Carter!" Again,

Narrow Gauge Railways.

To the Editor of the *Advertiser*.

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With your permission, therefore, I will an briefly as possible give a few facts connected with Railways of 3 feet 6 inches gauge to show their capabilities of carrying the traffic which is likely to come upon a Railway through your section of the country. In doing this, let it be understood that I mention nothing which has not come either within my own personal experience or that of the authorities I name in each case.

There are four points upon which I will touch, being those most often controverted namely: Speed, Safety, Snow, and capacity for carrying Freight and Passenger traffic.

1st. Speed.—I have travelled both here and in Norway on Narrow Gauge Railways, at a speed of 35 miles an hour with perfect safety. The manager of the Queensland Railways writes as follows:—"I have run trains at speeds of 30 miles an hour, and found them smoother than on an ordinary English Railway at similar speed of 20 miles an hour, including stoppages. The working expenses depend in a great measure on the speed at which the train are run."—In Norway Railways of 3 feet 8 inches gauge travel by the same Engineer and worked by the same manager, and run at similar speed and the Narrow Gauge Railways outlast work to that of the broad gauge.

2nd Safety.—The floor of our Passenger Cars is at a level of 2 feet 7 inches above the level of the rails, and they are 8 feet 6 inches in width. The Broad Gauge Cars are 4 feet 6 inches above the rails, and they are 11 feet 6 inches in width. It does not need a philosopher to see that the two the Narrow Gauge cars are the safest, as the width of the car compared with the height of the centre of gravity renders them less liable to oscillation. Mr. Phil, the Norwegian Government Engineer, writes as follows:—"As to the safety of fast running, engines and carriages run as safely and steadily at 30 miles an hour on the 3 feet 6 inches gauge as they do on one of 1 foot 11 inches. I have run at upwards of 10 miles an hour with as much feeling of ease and security as I have felt when running on broader gauge."—The Manager of the Queensland Narrow Gauge Railways says:—"We have never had a train off the line, no engine has ever been damaged seriously, and no train has ever been delayed more than 30 minutes since the opening of the line three years since."—A pretty good record.

3rd. Snow—Major Adelholz, Government Railway Engineer in Sweden, says:—"Experience shows that several severe winters have shown that our lines have been clear of snow from snow as the broader gauge. The narrow gauge may thus be said to have given satisfactory results in Sweden." Mr. Phil says that in Norway, "our snow ploughs make no difficulty at all of clearing the first or second snow." I have run our engine through settings with two feet of snow on them, in the T. G. & B., and through flumes, with only the snowbank in front of them, as we had no snow plough at all at work during last winter. No much

1st. Capacity.—Our own road, having carried a load of 100 tons, passing load, as regular as that when at work last fall, and if regular ten of such trains run daily there would be a capacity of over 300,000 tons of freight carried in a year, a traffic far in excess of what may be expected for many years to come. I need go no farther than this for facts. As for passenger traffic, Mr. Scott, the Secretary of the Madras Legislative Assembly, says:—"We have carried upwards of 20,000 passengers over our 100 miles in length on one of the festival days." Why the Northern Railway has never carried more than 150,000 in a year, and the Throopston Railway in Norway carries annually 2,100 passengers per mile of railway, half as many again as the Northern. I get this fact from the Norwegian government returns.

I am glad to say, Mr. Editor, that that terrible difficulty, the Caledon mountain, has vanished into thin air. We should never be able to get an engine up it and all such highland was the song six months ago, now engines are now working at Charlton, 3 miles beyond the top of the mountain, and will be at Grangeville before the 15th of April, but I suppose our Hamilton friends don't believe, even in fact, I am, sir, your obedient servant,

EDMUND WRAITH,

Chief Engineer, T. G. & B.R.

Toronto, March 25th, 1871.

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		Cole ad	crews were on the water promptly at the end of "Time!" The choice of position was won by the Oxford, who took the Middlesex side of the river. Both crews got a splendid start, but the Cambridge took a slight lead upon the instant, and maintained it throughout the race.	1 Great Invent
		Cartmell	The tide was slack, and the water lumpy. The race was well contested from the start to the finish, but was never in doubt, as it was early apparent that the Cambridge men were the better crew. Cambridge took her opponent's water at Barnes Bridge, and shot under the arch several times ahead. The time of the winning crew was 23 min. 9 sec. The usual crowds lined the river banks and filled the bridges, and probably half-a-million of people witnessed the race.	2 do
		militia	The wildest excitement prevailed among the spectators, who were all enthusiastic supporters of one or other of the contestants. The city of London was completely emptied of people and vehicles.	3 do
		sold, or	Betting just before the start was £ 2 to 1 on Cambidge. There are the usual discrepancies as to the time and distance by which Cambridge won the race. Some parties say the distance was only one length and the time 5 sec.	4 do
		8th	5 The minutes of the Council meeting to late for insertion this week.	5 do
		tan, Child	6 The British	6 The Book o
		route	7 The Cruise	8 The Knowledge
		fed, have	9 Early and it	9 Early and it
		done, the	10 History of E	10 History of E
		dist, (refal	11 English His	11 English His
		help, to	12 Spiritual	12 Spiritual
		not, the	13 Swiss Sto	13 Swiss Sto
		officer	14 A brief accou	14 A brief accou
		the speci	15 History of E	15 History of E
		till; she	16 Tales and S	16 Tales and S
		they, be	17 Upwrecks	17 Upwrecks
		Driv, their	18 Speeches of	18 Speeches of
		the offici	19 The Years 1	19 The Years 1
		are, ovide	20 Remem	20 Remem
		Th, the cloud	21 Switzerland	21 Switzerland
		is ½ each	22 The Sunday	22 The Sunday
		anot, each	23 The Family	23 The Family
		shots	24 do	24 do
		creat	25 Give you	25 Give you
		read, prota	26 New Britain	26 New Britain
		sum, build	27 The British	27 The British
		50,0	28 The Book o	28 The Book o
		night foot	29 The Cruise	29 The Cruise
		and	30 Knowledge	30 Knowledge
		wed, out	31 Early and it	31 Early and it
		200	32 Burri, Wor	32 Burri, Wor
		part, the	33 History of I	33 History of I
		Brit, take	34 The Modern	34 The Modern
		11th	35 Purdie's Pil	35 Purdie's Pil
		ber, parde	36 Chronicles of	36 Chronicles of
		way,	37 Lights and i	37 Lights and i
		Ex-	38 Anns, or Pa	38 Anns, or Pa
		way,	39 Stories of C	39 Stories of C
		Col,	40 Five Thous	40 Five Thous
		of	41 Songs of Li	41 Songs of Li
		un-ley	42 Pioneers of	42 Pioneers of
		way,	43 Stories of t	43 Stories of t
		Ex-	44 do	44 do
		way,	45 Vancou	45 Vancou
		Col,	46 Small fruit	46 Small fruit
		of	47 Tales of the	47 Tales of the
		un-ley	48 Practical F	48 Practical F
		way,	49 Small fro	49 Small fro
		Ex-	50 Tales of the	50 Tales of the
		way,	51 Practical F	51 Practical F
		Col,	52 Tales of the	52 Tales of the
		of	53 Theat	53 Theat
		un-ley	54 Dram	54 Dram
		way,	55 Cray on t	55 Cray on t
		Ex-	56 Tetraes 1	56 Tetraes 1
		way,	57 do	57 do
		Col,	58 Noray and	58 Noray and
		of	59 Christian N	59 Christian N
		un-ley	60 100Gems N	60 100Gems N
		way,	61 His to H	61 His to H
		Ex-	62 Theat	62 Theat
		way,	63 Trah and	63 Trah and
		Col,	64 Dram	64 Dram
		of	65 My tri	65 My tri
		un-ley	66 Mam of	66 Mam of
		way,	67 The Ameri	67 The Ameri
		Col,	68 Talesfrom	68 Talesfrom
		of	69 The Jodel	69 The Jodel
		un-ley	70 Lander, A	70 Lander, A
		way,	71 do, Pe	71 do, Pe
		Ex-	72 Evergreen	72 Evergreen
		way,	73 Willigfor	73 Willigfor
		Col,	74 The Latin	74 The Latin
		of	75 Peterparis	75 Peterparis
		un-ley	76 His d'Ne	76 His d'Ne
		way,	77 Hailmont	77 Hailmont
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		of	79 Hailmont	79 Hailmont
		un-ley	80 Hailmont	80 Hailmont
		way,	81 16th Scr	81 16th Scr
		Ex-	82 The Fly	82 The Fly
		way,	83 14th Je	83 14th Je
		Col,	84 do, do, 14	84 do, do, 14
		of	85 Tales of L	85 Tales of L
		un-ley	86 Mechan	86 Mechan
		way,	87 Chilli	87 Chilli
		Ex-	88 Potts	88 Potts
		way,	89 Arctian	89 Arctian
		Col,	90 Tales of	90 Tales of
		of	91 19th Part	91 19th Part
		un-ley	92 Flann	92 Flann
		way,	93 101. Persaph	93 101. Persaph
		Ex-	94 102. Ipswich	94 102. Ipswich
		way,	95 103. Dairy	95 103. Dairy
		Col,	96 104. Liverp	96 104. Liverp
		of	97 105. Liverp	97 105. Liverp
		un-ley	98 106. War	98 106. War
		way,	99 107. Iles	99 107. Iles
		Ex-	100 108. Scen	100 108. Scen
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		Col,	102 110. Hous	102 110. Hous
		of	103 111. Schaff	103 111. Schaff
		un-ley	104 112. Art	104 112. Art
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		Ex-	106 114. do	106 114. do
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		of	109 117. Self	109 117. Self
		un-ley	110 118. Willy F	110 118. Willy F
		way,	111 119. Ever	111 119. Ever
		Ex-	112 120. Hatch	112 120. Hatch
		way,	113 121. My Nal	113 121. My Nal
		Col,	114 122. do	114 122. do
		of	115 123. Whall	115 123. Whall
		un-ley	116 124. do	116 124. do
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		Ex-	118 126. Potts	118 126. Potts
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		un-ley	122 130. do	122 130. do
		way,	123 131. do	123 131. do
		Ex-	124 132. do	124 132. do
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		Ex-	130 138. do	130 138. do
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		Col,	132 140. Queen	132 140. Queen
		of	133 141. The H	133 141. The H
		un-ley	134 142. Comm	134 142. Comm
		way,	135 143. The A	135 143. The A
		Ex-	136 144. The X	136 144. The X
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		un-ley	140 148. The M	140 148. The M
		way,	141 149. Ritchie	141 149. Ritchie
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The Railway Capital

35. Village Council

April-10, 19

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The railway campaign in the adjacent country is now in full swing. Each party has entered on the war-path confident of victory. The Broad Gauge men have been as usual first in the field, and no doubt use all their former vigor and energy, to endeavour to overthrow the by-law to be voted on the 18th inst. for the T. G. & B. Railway. Telegrams have been received by their friends stating they held very successful meetings last week in Durham, and this morning at Glenelg. On Monday evening a bakers dozen from Hamilton in company of the President W. McIver Esq. halted here for the night, enroute for the battle-field well equipped with the sinews of war. On the side of the Narrow Gauge the first gun has been fired and we trust has done good service, viz., the carrying of the Great Thaw by law by a majority of 153 only absent being against it. This is a pretty sure indication which way the result will stand on Tuesday evening next. From Toronto we learn that a special train was dispatched on Monday morning on the T. G. and B. Railway running nearly to Orangeville, freighted with the men who are to do battle in the interests of the metropolis. This party "no doubt have weighed carefully the causes that helped their defeat in Grey before and have learned a lesson thereby. If so they will enter the contest with a dogged determination to "do or die." It is for the ratepayers to determine whether, a line running right through the heart of their county, placing them in direct communication with the capital of Ontario, will not be of far more benefit to them as a whole, than a line running along the edge of the county, every mile of which traverses until long after they leave the county of Grey, places them at a greater distance from their market, than the point of starting. We therefore urge upon them to sit quietly down take the map of Ontario, look at the line of the T. G. and B. road from Toronto to Orangeville then direct from them to Owen Sound. Then follow the circuitous route of the W. G. and B. Road, from Toronto to Hamilton, thence to Harriston, thence to Guelph, thence to Elora and Fergus, thence west again to Alton and Brantford, from there to Harriston and Clifford; then through the county of Grey to Owen Sound. And then vote accordingly.

* * * * *

T. G. and B. Railway.

The Directors of the T. G. and B. Railway, have decided to open their road for traffic as far as Orangeville, on Dominion Day. Mr. Carter Field, the father of narrow gauge railroads, and Mr. Fairlie, a strong advocate of these roads, are expected to be present. The line is also to be open to Arthur in August, and to this point by Oct. - This is a distance of 91 miles in two years. An excursion train on Monday last came with C. in our mile of Orangeville, having on board the President and Directors of the company. There also accompanied the party two gentlemen from Georgia who have visited Canada for the purpose of inspecting the lines now in course of construction on the narrow gauge principle. The trip was highly satisfactory and elicited great praise from all on board.

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The Revolt in Paris.

New from Paris is not yet of a very encouraging nature. From latest accounts we learn that the revolution, as all appearance, is far

April 10, 1871.

The Council met at their adjournment at Evans' Hotel at 7.30 p.m.

Present: —Goulden, Kilgour, Crawford and Stinton.

In the absence of the Rev. Mr. Kilgour was called to the chair.

Minutes of last meeting read and confirmed. The Clerk presented an application from the Rev. J. McMillan to be exempted from paying park taxes on lot 4 on the west side of Hill Street the same having accrued previous to the issue of Patent.

Application granted and the Clerk instructed to notify the County Treasurer to remit the said amount from the books in his office.

The Clerk read a circular received from John Cartling Esq., Emigration Commissioner requesting a return as to mode of his office of the probable number of emigrants (if any) in whom employment could be given during the present year.

Refused to a committee composed of the Reeve and Commissioners Ursfield and Dunbar to report at next meeting of Council.

The Council then adjourned to meet again on Monday the 17th inst. at Evans' Hotel at 7.30 p.m.

W.M. HALEY, Clerk.

42 For posters go to the GOVERNMENT OFFICE.

43 Proton Township Court of Revision on sixth day of June.

44 The water in Lake Ontario is said to be lower than it has been for many years at this season.

45 Copies of the CONFEDERATE in wrappers ready for mailing may be had at the office. Price four cents each.

46 The rails of the Toronto and Niagara Railway have been laid to Woodstock, and it is expected Uttington will be reached by the 20th inst.

47 The By-law for \$36,000 in aid of the T. & N. Railway was carried in Owen Sound on Saturday by 163 of a majority.

48 We learn that all the family of Mr. Jones McConnachie of Minty (six in number) are down with the scarlet fever.

49 It is said that Mr. Stewart, Manager of the Perth branch of the Bank of Montreal, has associated with all the funds he could lay his hands on.

50 A little fellow, son of Mr. Wm. Gilson, of Garafraxa, while playing about his father's barn, cut off one of his great toes with a bay-knife the other day.

51 The corporation of St. Catharines advertising again this year a premium of fifty cents for each ornamental shade properly put out on the public streets.

52 By an advertisement in another column it will be seen that W. W. Winfield Esq., of the Dominion House, has sold out to Messrs. Dr. Watt and Co.—Well, the new firm much success.

53 Should Mr. C. H. Spurgeon be spared, he will in August next, preach his thousandth sermon. He will then make a special effort to raise £1000 for schools.

54 By applying to H. H. Stovel a sum of \$1000 can be obtained upon paying \$109.60 for 25 acres this including both interest and principal. No commission.

55 A "Monastic Protector" is an invention which has been recently registered in England. It covers the mouth during meals, and prevents sniffs, and other foreign ingredients becoming incorporated with it.

56 Fishing for specified trout does not commence until the 1st of May next, and the term expires on the 30th of September. The Game Protection Societies are determined to see the law is enforced this year.

57 Col. R. Bleas—Lynch, one of the famous Raiders of 1866 was released from the Penitentiary on Friday last, but

The Revolt in Paris

New from Paris is not yet of a very encouraging nature. From latest accounts we learn that the revolution to all appearance, is far from being at an end. Battles were fought on Friday and Saturday last, which resulted in great slaughter on both sides, without any decisive victory to either party. It is said that the insurgents fought with more determination than they did when fighting against the
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Col. R. Blox-Lynch, one of the famous Raiders of 1896 was released from the Penitentiary on Friday last, by order of the Governor General in Council.

Praising Providence to the position for which nature has fitted her, and that the French people may be educated, morally and intellectually, to a standard which will enable them to appreciate a wise and stable Government, must be the fervent hope of every friend of humanity.

HE

14 APR 1871

The Toronto Grey and Bruce and the Wellington Grey and Bruce Railway men are having a lively time of it just now in the County of Grey. A large delegation, representing each Company is stamping the County, in order to endeavour to induce the rate-payers to vote for their respective By-Laws granting bonuses. The Toronto men being desirous to secure a bonus to enable them to carry their line from Stratford to Owen Sound; and the Hamilton men a bonus to assist them from Hamilton to the ship point. The Toronto, Grey and Bruce By-law is to be submitted to the rate-payers on the 15th and the Wellington Grey and Bruce By-law on the 22d of April. Our tenderest sympathies are with the people of Grey and a charitable institution.

SDAY MORNING, APRIL 20, 187

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completed to Orangeville. He trusted the people of Orangeville would appreciate the advantages of having railway communication with Toronto.

"The Press" was responded to by Mr. J. Voley; "The Ladies," by Mr. J. Anderson; and "The Host and Hostess," by Mr. J. Paisley.

The company remained together till a late hour, and song and sculment served to make the evening pass pleasantly till "some who short hours agone the twal," warned those present that it was time to separate.

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NEW PUBLICATIONS.

THE CANADIAN LITERARY JOURNAL for April is to hand, filled as usual with good original matter—all Canadian production. Canada long felt the want of a truly Canadian Magazine, one devoted wholly to Canadian subjects, which would convey to the outside world some idea of what our country is, socially, morally, and politically. Our monthlies have hitherto been mostly made up of extracts from British and American publications, having nothing distinctively about them. The proprietors of the Journal have hit upon the right track and are supplying a want

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20 APR 1871

The Railway Vote.

The vote on the Railway by-law for the T. & B. Railway extension from Ormstown to Owen Sound was taken on Tuesday last, resulting in the carrying of the by-law by a large majority. We have heard various numbers stated and we believe it to be over 200 to a majority. The Hamilton men passed through here en route for home yesterday morning, looking completely crestfallen. They appear to take their defeat hard. We understand it to be their intention to withdraw the by-law in favor of their branch from Clifford.

Ontario Prohibitory League.

The public have already been made aware, through the columns of the daily papers, that an association has been formed, having for its object the prohibition, by legislative enactment, of the whole traffic in intoxicating drinks. It is felt by those engaged in the movement, that the public are entitled to a distinct statement, not only of the object of the Association, but, also of the grounds on which its action is based, and the methods by which it proposes to accomplish the end in view. Preliminary to this, a brief historical statement may, but be out of place.

For many years the question of total abstinence has been before the people of Canada, and the reform has been carried forward, with varying success, but latterly the conviction has been deepening in the minds of many friends of the Temperance cause that moral suasion alone is insufficient to check the growing ravages of intemperance, that more stringent repressive measures must be adopted.

During the past few weeks a series of meetings in the interest of Temperance have been held in Toronto, with a view of "arousing public sentiment in regard to the terrible evils of the liquor traffic, and the necessity of strong repressive measures." The last meeting of this series was held on the 31st ult., in the Music Hall, which was filled by an intelligent and enthusiastic audience. Various aspects of the Temperance question were presented in able addresses, and when a proposition was made to organize an association on the basis of prohibition, pure and simple, the audience unanimously voted "Ayes." A call was then made for names, and in less than ten minutes over 80 signatures were given, with subscriptions amounting to over \$200.

A provisional council was then appointed to take the necessary steps for organizing the Association on a permanent basis. The council held its first meeting on the 5th inst., and appointed a sub-committee to prepare a constitution, and also a statement to be presented to the public concerning the objects of the Association. The sub-committee having met decided upon the following:

CONSTITUTION.

I. Name.—This Association shall be known as the "ONTARIO PROHIBITO-

EDUCATION.

To the Editor of the "Conservative".

Sir.—In my last letter, I endeavoured to explain the difference between Education and Instruction how far I have succeeded in my attempt, I leave for the important decision of your intelligent reader, and now proceed to examine the various modes of performing the work, in order to adopt thoroughly which are found to be most suitable to the object to be effected; these considerations form the ground-work of all species of Education whether in the public schools of any grade, the private family, the academy or for any particular profession. They are alike necessary for the education of the Sovereign, the Statesman or the Poet and are unconsciously adopted by the uncivilized man in the training of his child; the general principle necessary to be acted on in conducting all the departments of Education flow from the considerations of what Education is, every Teacher whose heart is in his profession, and who endeavours to do his duty conscientiously, should mutual action be taken in the same to the amount of \$100, or the matter would be referred to the County Council in June, Knaptown.

That said position lie over until next meeting.

W. D. Williams of the Egremont Village applied for a certificate of tavern license. Resolved, That the same be granted; and that W. G. Doyle inspect said House.

Received from H. Morell \$1.50 as N. R. S. Tax on lots 19 cents, 18 and, 81 for 1870.

A petition from J. Mair and others was presented praying to be joined to S. B. No. 10 in Guelph. Resolved, That it be laid over for next meeting.

The Auditors presented their report which was passed; Resolved that 200 copies of said report be printed and that Auditors be paid \$6 each, \$12; and the clerk for issuing Cert. of Tax. Licenses, \$6; and Arch. McLarty for constables fee at H. B. rate, 50 cents. Orders given.

Resolved that this Council adjourn to meet again at Holstein on Thursday 18th of May next, at 10 a. m. for the purpose of holding a Court of Revision. Council adjourned.

H. LEGATE, Clerk.

A BROAD GAUGE VIEW.—As a sample of the way the advocates of the W. O. & B. Railway, view the progress of the work on the T. G. & B. Road between here and Arthur Village. We heard one of them make the remark in answer to the question "whether he saw the gauge of men at work along the line," the reply was, "Yes, I saw a man, two boys, a yoke of oxen and another man at work and they seemed to be pushing things vigorously." This is a specimen of a broad and comprehensive view of the narrow gauge works as seen in the broad daylight by a narrow gauge opponent shewing plainly that the broadest view these broad gauge men can take is narrowed down extremely, and plainly indicates that they belong to that class of individuals who would come under the denomination of narrow-minded.

Egremont township Court of Revision on May 18th.

The next sitting of the Division Court will be held on May the 9th.

Mr. J. Brown of the 5th con. of Arthur has gone to New Zealand.

The ex-Emporer Louis Napoleon is said to be lying sick at Chelhurst.

Port Hope has an Association to encourage the planting of shade trees in the town.

The scarlet fever has made its appearance in Ruthay. Several children have died from its effects.

The libel suit entered by Stephen Blackburn against the Cameron's, of the London Advertiser, has been withdrawn.

The Great Western Railway

Egremont Council.

Holstein, March 16, 1871.

Members all present.—Res., in the chair. Minutes of last meeting read and approved. Resolved that Post Master do work on side road at lot 5 concession 11th to a distance of 100 ft. and Mr. Wm. Kennedy's estate later.

The Council examined Treasurer's book and approved of the same.

The Clerk read a resolution from the Orléans Council towards improving the town line to the amount of \$100. Resolved, That no action be taken in the same.

The Clerk read a pet on from J. Lamont and others, praying for aid to open the town line between Egremont and Proton at the north end, in conjunction with the township of Proton. Resolved, That no action be taken in the same.

A petition from J. McLaughlin and others, was presented, praying for the opening of the Proton town line the whole length.—A member of the Proton Council attended urging that mutual action be taken in the same to the amount of \$100, or the matter would be referred to the County Council in June, Knaptown.

That said position lie over until next meeting.

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Resolved that this Council adjourn to meet again at Holstein on Thursday 18th of May next, at 10 a. m. for the purpose of holding a Court of Revision. Council adjourned.

H. LEGATE, Clerk.

From Near M says that he sent five horses, and to sell by fire to the The few days pre and day, and on every night, the pasture were cut The losses are as follows:—Mr. Hill three horses, 1 Best, a barn, two implements, &c., and barn; Mr. Touts; Mr. Mac and several cattle.

MURDER OF morning of the 1 in the employ of keeper, Nathan inhuman murder

from her seat having given her knife and cut on the neck, who fingers in the no inside the straw until she could It was subsequent closer. She Walkerton jail cruel murder of

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A CRACK Times says, if Mayor, Mr. M shot in the D only at short well at long d the following 80, at 1000 y 43234—70. eleven bulls-e a distance of 1 the city might meet the cruel range.

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Owen Sound Advertiser

Owen Sound, April 20th, 1871.

Toronto, Grey & Bruce By-Law

CARRIED!

MAJORITY 183!!

WELLINGTON GREY & BRUCE BY-LAW
Withdrawn!

Torch-Light Procession, Speeches,
&c., &c.

Never, in the history of the County of
Grey, has such a victory been achieved, as
that which we now chronicle. For upwards
of fifteen years we have been striving for a
Railway, under difficulties neither few nor
small. But we may well afford to forget
the struggle, in the splendour of the triumph.
The final result is one of which we may well
feel proud. "The total majority given by the
Township is 183, and, including the Town,
we have the magnificent majority of 2,023.
As the Town rate has been already pub-
lished, we give below the Township vote,
from which it will be seen, that only 212 voted
against the Narrow Gauge By-Law. The
following are the majorities:

	Majority
Kepel	215
Saranak	32
Sydenham	260
Berby	251
Pall Mall	202
Holland	106
Artemesia	203
Glenelg	106
Osprey	19
Proton	32
Melanetha	311
	203
	212

Majority for By-Law 183

WITHDRAWAL OF WELLINGTON, GREY AND
BRUCE BY-LAW.

No wonder, after such a crushing defeat,
that the Wellington, Grey and Bruce Com-
mittee have withdrawn their By-Law. (as see
adv.) No other course was open to them—
like the old Scotch wife, who was "resigned
to die because she had to—so the Wellington,
Grey and Bruce Company have yielded to
the inevitable. They, however, made a gallant
fight, worthy. Indeed, if a better
cause.

TOURNAMENT-PROCESSION, BALLOON AS-
SEMBLY, ILLUMINATIONS, BOATING, ETC.—
As soon as the result became known,
which was last evening, our Town was all
alive. The Town Band played through our
streets, and a hundred torches glared for a
brief space. The Market Building was also
brilliantly illuminated; which was, however,
eclipsed by a huge bonfire on the Market
Square. Whilst from the balcony of the
British Hotel, Aldermen Dickey and Baxter,
with a host of local celebrities, gave vent to
their enthusiasm, by appropriate speeches,
to a large and demonstrative audience. And
thus ended the greatest struggle, and the
celebration of the noblest victory Owen
Sound and Grey has yet achieved.

PROSPECTS OF THE DOMINION.

The Session just closed at Ottawa is one of
which Canadians may feel proud, and, one of
which they may feel ashamed. There is cause
of just pride that so many indications have
been given of the growth and prosperity of the
Dominion. It is doubtful if there ever was a
period in the history of British North America
when the people were, on the whole, more pros-
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Grey and Bruce Company have yielded to
the inevitable. They, however, made a gallant
fight, worthy. Indeed, if a better
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The Uxbridge Journal

Thursday Morning, April 27th, 1871.

ANOTHER NARROW GAUGE VICTORY.

We are highly pleased to learn that the county of Grey by-law granting \$261,000 to the Toronto, Grey & Bruce railway company was passed last week by a sweeping majority. The town of Owen Sound has given \$35,000, which, added to the county bonus, gives a total of \$306,000 from Grey. The company —after more than one defeat— have at last come out victorious in their struggle for the trade of that prosperous county, and we congratulate the Directors on the result.

Since the above was in type we learn that the President of the Wellington, Grey and Bruce Railway Company has written to the Warden of Grey, requesting that the by-law respecting that Company, which was to have been voted on shortly, may be withdrawn. We suppose that the request will be granted.

Contested Elections.

There have been no less than ten petitions filed against the return of members at the recent elections. The parties petitioned against are:—Mr. Peter Patterson, of West York; Mr. Wm. D. Arslagh, of North Simcoe; Mr. A. Boultbee of North York; Mr. Geo. W. Hamilton (who defected Boyd), of Prescott; Mr. Lachlan McCallum of Monck; Mr. Gideon Striker, of Prince Edward; Mr. G. W. Monck, of Carleton; Mr. Wm. Craig, of Russell; Mr. Wm. Fitzsimmons, of Brockville; and Mr. Wm. Colquhoun, of Stormont.

WHITBY & PORT PERRY RAILWAY.

The Whitby papers inform us that there is every prospect of the Whitby & Port Perry railway being in running order early in August next. The iron for the line is expected about the middle of May, when the track-laying will be commenced. The station houses, it is said, are to be completed and in readiness by the first of July.



The "Confederate"

Grey Forest, April 27, 1871.

The Grey Journal.

ONTARIO
Sciences, Dys-
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and Station-
Hillside, etc.,
and China Tea

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INTVILLE I. Toronto, Grey and Bruce Railway.

OPPOSITION:

SESSION:

MAJORITIES:

Mr. Edward

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Ladies' and

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reached about midnight.

Dinner to the Deputation to Grey.

SESSION:

MAJORITIES:

Mr. Edward

R. Riddell of

Montrose and

magnificent

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The

Ladies' and

The Press' Complet-

ed the list of texts, the end of which was

reached about midnight.

Last night the President and Directors of

the Toronto, Grey and Bruce Railway

Company entertained at dinner, at the

Queen's Hotel, the gentlemen who compose

the delegation that went out to the

county of Grey, for the purpose of advocating

the granting by that county of a bonus to

the above mentioned railway. Mr. John

Gordon, President of the Toronto, Grey and

Bruce Railway Company, occupied the chair

and the Hon. John McMurchie the vice

chair. Among those present were the fol-

lowing gentlemen who were on the delega-

tion:—Aldermen Baxter, Dickey, Conavan,

Dick and Hallam, and Messrs. J. J. Mor-

rison, John Taylor, Nixon, Franklin, John

Morrison, Anderson, Spy, and W. H.

Beatty, Solicitor of the Company. The

following gentlemen were also present:

Messrs A. McKellar, Hon. M. C. Cameron,

Alex. McNab, John Sheldon, Wm. Elliot,

John A. Donaldson, Spiers (Brampton),

A. H. Dymond, D. Cowan, Davison, J. S.

Taylor, J. W. Yarker, and a number of

others.

After the toast had been thoroughly

discussed, and the usual loyal and patriotic

toast had been honoured.

The Chairman proposed 'The ministry of

Ontario,' coupled with the name of the

Hon. M. G. Cameron.

Hon. M. G. Cameron responded briefly.

The Vice-Chairman said that he would,

with the permission of the Chairman, propose

'Her Majesty's Loyal Opposition,'

coupled with the name of Mr. McKellar.

(Cheers.)

Mr. McKellar, in responding to the toast,

said that he did not feel quite sure that he

was entitled to respond for Her Majesty's

Loyal Opposition, as there was at present

a diversity of opinion throughout the coun-

try as to who were really the Opposition

now. (Cheers and laughter.) Had the

the Opposition of the last session been al-

lowed a little more time he did not know

but that he would have been entitled to

the previous toast, instead of his friends the

Provincial Secretary. (Laughter.) He

then went on to state that he had supported

the Toronto, Grey and Bruce Railway Bill

because he saw that we had a splendid back

country shut off from all railway communication

and desired to see it opened up; and because

he wished to see Toronto built up as

the great metropolis of Western Canada.

(Cheers.) Another reason why he had sup-

ported the Bill was that the road was to be

built by Canadian capitalists. (Cheers.)

The Chairman then rose and said that he

intend to propose the toast of the

Deputation to Grey.

The Vice-Chairman then proposed 'The

Ratepayers of the County of Grey.'

Mr. Spiers responded.

Mr. McNab proposed 'The Commerce of

the City of Toronto,' coupled with the name

of Mr. Sheldon.

Hon. M. C. Cameron proposed 'The Health of George Laidlaw.'

Mr. Spy responded in the absence of Mr.

Laidlaw.

Mr. Conavan proposed 'The President of

the Toronto, Grey & Bruce Railway,' and

in doing so said that from what he had seen

of Mr. Gordon during the recent campaign,

he was thoroughly convinced that gentleman

was just the man for the position he occupi-

ed. (Cheers.)

Mr. Gordon briefly responded.

Mr. Dickey proposed 'The Banking Inter-

ests of the Dominion,' in which Mr.

Yarker responded.

The Ladies' and The Press' Complet-

ed the list of texts, the end of which was

reached about midnight.

The Bombardment of Paris.

Retaliatory—that awful word—has been

employed by the Red leaders of the insur-

rection. A report coming that four of the rebel-

Boule National had been shot by the Versailles

authorities.

PARIS.

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PROPOSED UNION STATIONS.

IT is proposed to establish Union Stations at the junctions of the Toronto, Grey & Bruce, and Toronto & Nipissing Railways, respectively, at Weston and Scarborough, with the Grand Trunk Railway. If the arrangement is carried into effect, very important advantages will result from it. Freights by Toronto, Grey & Bruce Railway for points on the Grand Trunk, west of Toronto, would be transhipped at Weston, while freights by the Toronto & Nipissing, for points east of Toronto, would be transferred to the Grand Trunk at Scarborough. In the same manner, goods by the Grand Trunk for the country pierced by the Toronto, Grey & Bruce, and Toronto & Nipissing, would be interchanged at the junctions. This would save the carriage, back and forth, between Toronto and Weston, or Toronto and Scarborough, as the case may be, and would, besides, render the working of that portion of the Grand Trunk used by both roads easier. Of course, the project is not well received in Toronto, because it changes the point of transhipment for a large amount of traffic from that city to Weston and Scarborough; but we trust that the railway companies interested will not be governed in their decision by such selfish considerations, and that in any arrangements that may be made, the interests of the country, which has so largely subsidized those roads, will not be lost sight of.

PRIZE-FIGHTING.

PRIZE-FIGHTING has become unpopular in England. The restrictive laws enstated lately have given it its death-blow, and the glory has departed from the "ring;" hence the professors of the so-called "noble art of self-defense" have betaken themselves to the United States as a more favorable field for the pursuit of their calling. The "ring" does not seem to find much favor among Canadians, and the reception which was accorded to the champion bullies, Macs, and Co. burn, at Port Ryerse, on the 11th of May,

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25 MAJ 1871

PARK	FOREST	The "Confederate"	Mount Forest, June 8, 1871
ST. CECILIA	TORONTO, Grey and Bruce Railway		
STERIO	A special general meeting of the shareholders of the above company was held at their office on Monday last, for the purpose of authorizing the Directors to issue bonds.		
new, Dye gins and Paints, Station- line, etc., China Tea	After some discussion as to the time these bonds were to run, a motion was carried by J. McKay and seconded by J. Vickers, empowering the Directors to issue bonds to run five years to the amount of \$240,000. A statement was made by Mr. Lairdlaw showing the advantages attending to the company by the arrangements they had made for running along the G. T. Road from Weston, a branch leading has been effected of \$38,000 per annum, & this he considered would enhance the value of the bonds now being issued.		
R. &c.			
Public that	It is now known that the price of coal in the market has increased 15% since the 1st of May.		
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OINER	In answer to Mr. A. R. Macmaster, the Secretary read a statement showing the amount thus far expended in prosecuting the work, to be \$932,427, being in part as follows:—		
	For iron..... \$293,921		
	Ballasting and track laying..... 24,481		
	Right of way to Mount Forest..... 41,701		
	Stations..... 16,137		
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SAW MILL	It was also stated that the track was laid to Orangeville, yet they would not be ready to formally open the line to that place by the time expected (1st July.) The grading to that place would be finished by September, and that trains would be running to that point again after that date. Thus it will be seen that the progress made by the company is very satisfactory, & the whole of the work on this portion is moving along rapidly;		
KENZIE,	the whole of the piles have been driven at bridge head, numbering in all 147, and the contractors have commenced		
Iworth, P.O.	rising the stamp work of the bridge. The shore timbers on the north side are named, and the timber sills are all on. The bridge will appear in great height from the river on account of the top of the trouble being so narrow. The distance from the water to the rail will be 37 feet. Mr. Robinson, the Contractor, appears to have a very good working force of men up, he expects to have all the bridge work completed by the end of the present month.		
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8 JUNE 1871

TORONTO, GREY & BRUCE RAILWAY.

A SPECIAL GENERAL MEETING of the shareholders of the Toronto, Grey & Bruce Railway Company was held in Toronto on Monday. According to the statements of the secretary \$932,421 have been expended in prosecuting the work, of which \$293,224 have been paid for iron, \$24,451 for track-laying and ballasting, \$44,704 for right of way between Weston and Arthur, \$18,863 for grading between Arthur and Mount Forest, and \$115,726 for rolling stock. The paid up share capital of the Company is \$132,740, and the paid up bonus capital \$371,712. The rails have been laid between Toronto and Orangeville, and a considerable portion of the road ballasted, and the track will be laid between Orangeville and Arthur by the 1st of July. The first issue of bonds, amounting to \$260,000, had been sold at 86 cents to the dollar, and to prosecute the work successfully, another issue of \$240,000 was authorized by the meeting. The work is so far advanced that the Directors will be able to open the road between Toronto and Orangeville for regular traffic in August or September. As the work on the line progresses, public confidence in the success of the enterprise, and the ability of the Company to carry it to completion, increases, in consequence of which the bonds of the Company have advanced from 86 to 92 cents to the dollar. Altogether the prospects of the Company are most encouraging.

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THE TREATY OF WASHINGTON.

THE TREATY OF WASHINGTON has now been thoroughly canvassed and discussed by the press of the country, and we must say that no event ever created such widespread and general discontent.

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165.	Mount Forest, June 15, 1871	
	The Railway Station.	
	<p>Our readers will remember that about five weeks back it was stated that the T. G. and B. Railway Company had fixed upon a location for the station here, on the back of Cox's park lot, situated on the second range of park lots south of Queen Street. This was considered by the Council to be too far back from Queen Street, that it would be a great disadvantage to the village as well as a large expense in grading and graveling Cork Street a distance of some nine or ten hundred feet. The Council after fully discussing the matter deputed the Reeve to proceed to Toronto, lay the matter before the Board, and urge upon them to bring the Station to or as near Queen Street as possible. The Reeve did as desired by the Council and found the Railway Board were not only willing but very anxious to place the Station buildings in a situation to suit the wishes of the Village. Mr. Wrappa, the Chief Engineer, accompanied by Mr. Stinson, therefore paid a visit to this place on Friday last, and after a careful examination into the situation, located the passenger station on Cork Street about 250 feet south of Queen, on the east side of the track. The locomotive sheds, workshops, turntable, &c. will be on the west side of the track but as near Queen Street as possible. The Directors deserve the thanks of the municipality for the pains and trouble they have taken in complying with the wish of the village in this respect. The station will be of very easy access from the north as well as south, all the streets on the west side of Main lead to the station, and persons or teams cannot go wrong in taking either street leading west.</p>	
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Orangeville, May 1, 1871.

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FOR BUSINESS FOR ALL

All Extraneous Error, and the Truth lies Between

Orangeville, June 15, 1871.

ward Island, as to the propriety of united opposition to the ratification of the treaty.

TRACK-LAYING on the third section of the Toronto, Grey & Bruce Railway, between Orangeville and Mount Forest, was commenced on Wednesday. Mr. D. D. McDonald, the superintendent in charge of the work, has a large force on the line, and track-laying proceeds at the rate of a mile a day. When the iron is laid to the Grand River, three construction trains will be employed in ballasting the road and putting it in good running order. Beyond the Grand River the road bed has been prepared for the iron to Mount Forest, to which point the track will be laid by the 15th of August.

Prof. S. F. B. Morse, who invented telegraphy in 1835, has been honored with a statue by the citizens of New York. The statue, which was unveiled on the 10th of June, in the presence of

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The "Confederate"

Bont Forest, June 22, 1871

T. G. & H. Hallian.

The progress of the work...
 We are now enabled to lay before our readers a condensed account of the progress made with the work on T. G. and H. Railway, between Orangeville and Mount Forest, or what is generally known as the third section. Commencing at Orangefield and ending first we find about four miles of the track laid, and the track layers are progressing with their work at a very rapid rate. Mr. McDonald who has the charge of this portion of work has one gang of men laying down the ties, and a strong force at the track. From this point to Arthur Village the road bed is finished with the exception of a little work at the Grand River, but we are assured on good authority that the work will be completed to Arthur, by the 10th July. Up to this point the iron is provided two of the above date. The 1st day of the month of August, the iron is to be delivered in the township of Amaranth, and being hauled while at Arthur Village the freight station and wood shed are up, and Mr. Fraser the contractor is creating a storage station with all possible speed, so that will be ready by the time the iron is laid.

West of Arthur Village as the work is not so far advanced we will have to give the progress on each subsection. 1st sec. 11 miles, Daniel Neil contractor, work nearly all finished, will be completed by the first week in July; 2nd sec. 11 miles, contractor, Duncan McInroy, this section is nearly completed, and set one mile and a quarter, contractor John Crowley, this man is doing well, will be finished by 1st July; 4th sec. one and a quarter miles, T. Robinson contractor, all finished, this brings the line opposite Zany Tavern. The fifth section, Peter McAtighe and R. Kennedy contractors, 1½ miles, all completed 6th sec. up to Kondiworth station, 1½ miles, Patrick Moore contractor finished with the preparation of a few days back. The 7th sec. of 11 miles, J. Naismith contractor, bridge up, grading all done, but about two weeks work at various grounds; 8th sec. 1½ miles, contractor J. Robinson, on this section there was some very heavy cutting, but this is completed, and in about two weeks this section will be completed; 9th sec. one and a quarter miles, G. Duncan contractor, a short days work will close the work here; 10th sec. 1½ miles, J. Conroy contractor, this section is well done, 11th sec. will suffice to finish it. The eleventh and last section of one half and a half is the heaviest on the line, west of the Grand River, and includes the cutting and filling on both sides of the Saginaw River terminating at the station grounds on Queen Street in this village. Mr. J. Naismith is the contractor for this section, and he has pushed on this portion with energy, the heavy cutting is done and with the exception of connecting in it, the bridge and leveling the station, this section is finished.

The fencing all along the line is progressing J. H. Johnson, has the first four miles west of Arthur and is doing very well, the posts are set and a great part of the barbed and split wire is up. The next three miles is being built by Mr. McAtighe, and is also in a forward position. Mr. H. Arromann, has the 12th sec. up to the station grounds at Kondiworth, his section is not so far advanced as the others, the difficulty in procuring lumber has delayed him, but under the present arrangement the work will proceed faster. The bridge over the Saginaw here is getting along well. The piles are all driven, the caps or timber crib are on, and the rails are being raised, with all possible speed. Up the end of this week Mr. Baldwin, the contractor expects to have half of them raised. All the timber, shingles, &c., are on the spot both here and at Kondiworth for the station buildings, and they will be raised and finished during the next few months. Mr. Lacey Esq. the gentleman responsible for the rest of the work, has the rest of the line on the 15th inst. anticipated us that by the end of July the grading, fencing and station buildings will be nearly if not all completed. Messrs. Stanley the contractor and E. W. Geiger, the Chief Engineer accompanied by Mr. Lockey the Superintendent passed over the entire line on the 15th inst. and at the end of the journey the two former expressed themselves to Mr. Lockey as highly pleased with the progress had made in the construction of the road. In fact every thing seems to be moving along smoothly and phenomena, a great deal of this is to be attributed to the humanity and courteous manner of the superintendent of the road.

LANDS.
 By virtue of a Will dated 1st April 1861 I now make known that I have sold my property in the Township of Orangeville to Mr. George F. Hall, of Newmarket, Ontario, Canada. This sale will take effect on the 1st day of January 1862.

MAINES.

I am much obliged to Mr. George F. Hall for his kind offer to sell me his property in Orangeville, and I hope to be able to do so.

THE SCARLET FERNS. is about to leave this locality.

THE TOWNSEND FAMILY are to appear in *Verges* on Friday next.

We notice that strawberries are for sale in the stores in town.

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The "Confederate"

Mount Forest, June 22, 1871

T. G. & B. Railway.

The progress of the work.

We are now enabled to lay before our readers a condensed account of the progress made with the work on T. G. and B. Railway, between Orangeville and Mount Forest, or what is generally known as the third section. Commencing at Orangeville and coming westward about four miles of the track laid, and the track layers are proceeding with their work at a very rapid rate. Mr McDonald who has the charge of this portion of work has one gang of men laying down the ties, and a strong force at the track. From this point to Arthur Village the road bed is finished with the exception of a little work at the Grand River, but we are assured on good authority that the whole will be completed to Arthur, by the 10th July. Up to this point the iron is provided

two of the above date. The two days of in the township of Ainsworth, are being built, while at Arthur Village the freight station and wood shed are up, and Mr. Fraser the contractor is erecting passenger station with all possible speed, so that will be ready by the time the iron is laid.

West of Arthur Village at the work is not so far advanced we will have to give the progress on each sub-section. 1st sec. 1½ miles, Daniel Neil contractor, work nearly all finished, will be completed by the first week in July; 2nd sec. 1½ miles, contractor, Duncan McIat; re, this section is nearly completed; 3rd sec. one mile and a quarter, contractor John Brawley, this man is doing well, will be finished by 1st July; 4th sec. one and a quarter miles, T. Robinson contractor, all finished, this brings the line opposite Zass' Tavern. The 5th sec. Peter McAttyre and R. Kennedy contractors, 1½ miles, all completed; 6th sec. up to Kewilworth station, 1½ miles, Patrick Moore contractor, finished with the exception of a few days work.

The 7th sec. of 1½ miles, J. Nejsmith contractor, bridge up, grading all done but about two weeks work at stations grounds; 8th sec. 1½ miles, contractor J. Robinson, on this section there was some very heavy cutting but this is accumulated and in about two weeks this

Grafton a short distance, a freight train was a western bound into it. The engine of the latter, with two killed, and one injured. More life was only preserved by the efforts of a boy turned a switch the Eastern, exploded into the debris. is attached to the conductor of the train. Next we have Ernestown distantly unattached twenty or thirty injured. The so

what? About time at Toronto, a long at the rate of man off the track miles and a half. The train consists timber, baggage second-class car, last of all a full imposed that the broke a rail, the moment's warning of the first jerked again in the spur. The went off the track second-class car man. When the engineer left a hit—yet he did thing had gone car went off, with off steam and is not come to a first-class cars over on their the cars which over the track, one or two said greatest could who retained clutched the other, rolled a gentleman, with words; paraded in all directions were without passing shore joined by one sex. Then on Se

MFC

22 JUN 1871

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The 7th sec. of 1½ miles, J. Nisimith contractor, bridge up, grading all done but about two weeks work at station grounds; 8th sec. 1½ miles, contractor J. Robinson, on this section there was some very heavy cutting, but this is completed and in about two weeks this section will be completed; 9th sec. one and a quarter miles, G. Duncan contractor, about ten days work will close the work here; 10th sec. 1½ miles, J. Conlin contractor, this section is well on, two weeks will suffice to finish it.

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The eleventh and last section of one mile and a half is the heaviest on the line, west of the Grand River, and includes the cutting and filling on both sides of the Grand River terminating at the station grounds on Queen Street in this village. Mr. J. Nisimith is the contractor for this section, and he has pushed on this portion with energy, the heavy cutting is done and with the exception of some filling in at the bridge and leveling the station, this section is finished.

way & P.
W.D.

The fencing all along the line is progressing J. H. Johnson, has the first four miles west of Arthur and is doing very well, the posts are all set and a great part of the bars and gates are up. The next three miles is being built by Mr. McIntyre, and is also in a forward state. Mr. D. L. Adams, has the last seven and a half miles, his section is not so far advanced as the others, the difficulty in procuring lumber has kept him behind, but under the present arrangement the work will proceed faster. The bridge over the Saugeen here is getting along well. The piles are all driven, the caps or truss cills are on, and the trusses are being raised with all possible speed; by the end of this week Mr. Robinson, the contractor, expects to have the half of them raised. All the timber, shingles, &c., are on the spot both here and at Kenilworth for the station buildings, and they will be raised and finished during the next two months. Wm. Lackey Esq. the gentlemanly superintendent of the road assures us that by the end of July the grading, fencing and station buildings will be nearly if not all completed. Messrs. Shandley the contractor and E. W. Webb the Chief Engineer accompanied by Mr. Lackey the Superintendent passed over the entire line on the 22nd inst. and when at the end of the journey the two former expressed themselves to Mr. Lackey as highly pleased with the progress he had made in the construction of the road, in fact every thing seems to be moving along smoothly and pleasantly, a great deal of this is to be attributed to the urbanity and courteous manner of the superintendent of the road.

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The SCARLET FEVER is abating in
this locality.

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22 JUN 1871

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