

NOTICE TO SUBSCRIBERS.

The proprietors of "Canada's Manufacturing Interests" would like to inform their subscribers that the paper necessary, we have directed a edition of the "Manufacturing Interests" to be published at the end of the month, and says nothing further. The paper will be highly satisfactory in substance, and will illustrate their papers day earlier, and kept continually up to date. We have also, as of reports of land a strange, rural we can readily Badger. Tigue- button cat! Or- neglected h- difficulty, for theroy- ty, or by the i- engagement. He then quere left Englan- as not to retarding the measur- or many adv. is from whichen Bay- Bellope, passage, I in the crew, ring nights at a long reas- bourse, in ill, many year. Thomas C. Bryant, set- ed his po- ed in the soon after, er hands; hand absever, there, cogized his son. neighbor- nily, who- he is the it- ers, also, The meut of that he is were acq- they one, has growt- when in Fr- him at old time in the regg- been alred- the knee, and did not wish to show t- tact, the, the pre- ced, that he had counseled him to bin- actor as is not a Tichbor- Some boy- son of Ed- repre- slow, great- perers of had sent him- gentl- ter, he- which and we al- that at the ad- educat- graphic- that's The gift- for distinc- musical- Mrs. L. education. However, by the de- left her the de- The Gen- examin- the "Can- large- gations and witness- dent engaged to at- or me- the man at no th- part that facts plain- may be But now, the- and he beco-

WALDEMAR.

This rising village is situated on the line of the Toronto, Grey & Bruce Rail- way, midway between Orangeville and Arthur. The Grand River passes through it, and supplies considerable water power. Two years ago it was a dense forest, but in that brief period it has grown to be quite a prosperous village. It has a church and school house, a grist mill, two saw mills, one lath factory, one hotel, one general store, two grocery stores, one drug store, a blacksmith shop, &c., with several buildings intended for shops and residences in course of erection. The place has a business air about it, and will no doubt command the trade of a considerable district when the roads into the surrounding country are opened. We should not omit to say that the rapid progress it has made is mainly due to the enterprise of Messrs. A. Johnson & Bro., the proprietors of the grist mill and lath factory, to Mr. A. D. Shibley, owner of the saw mills, to Messrs. Evans and Hick, the proprietors of the hotel and general store, and to Messrs. D. McTavish and J. Stevens, grocers.

work—there was no longer any cause for it. He trusted the company and the people of Luther would come to a good understanding on the subject, and closed his remarks by again returning thanks for the cordial reception accorded him.

Mr. W. Curry also returned thanks in a few well-chosen remarks for the kind- ness shown the employees on the railway, Mr. Moon, the foreman of the track-layers, thanked the people of Little Toronto for the reception given the men under his charge.

THE TRACK

Is now laid three miles beyond Little Toronto, and will be laid to Arthur by the 1st of August. The road bed is prepared for the iron on the fourth section, between Arthur and Mount Forest, to which latter place the rails will probably be laid by the 1st of October.

ANNIVERSARY OF THE BATTLE OF THE BOYNE.

THE ANNIVERSARY of the victory of William the Third over James the Second at the Battle of the Boyne, was commemorated in Orangeville on Wednesday, by a meeting and procession of the Loyal Orangemen of Caledon, East Garafraxa, Amaranth, and Mono. The weather was fine, and the attendance was large and respectable.

About nine o'clock in the morning, the members of the various Lodges began to assemble, and at eleven an imposing procession was formed under the direction of Mr. W. S. Henshaw, District Master of Orangeville, Mr. W. Johnston, District Master of Amaranth, and Mr. A. Hughson, District Master of Caledon. Nine Lodges joined in the procession as follows: 22, Mr. J. Dawson, Master; 34, Mr. A. Hughson, Master; 183, Mr. T. McCourt, Master; 250, Mr. T. Glassford, Master; 329, Mr. J. McMaster, Master; 330, Mr. W. Johnston, Master; 427, Mr. J. Keyes, Master; 635, Mr. T. H. Stevens, Master; 770, Mr. N. Smith, Master, and 1099, Mr. J. Still, Master. The procession marched along the principal streets, to the invigorating music of fifes and drums, till one o'clock, when the procession broke up for dinner.

After dinner the procession reformed, and marched to the Fair Green, where a platform had been erected for the accommodation of those who were to address the assemblage.

Mr. A. Hughson, District Master of Caledon, having taken the chair, called the meeting to order, and in a few brief and appropriate remarks, introduced the different speakers.

Rev. A. Henderson was the first who addressed the meeting. He commenced by complimenting the Orangemen upon their unexceptionable good conduct, and urged upon the importance of adhering firmly to the excellent mottoes of the Order. They should be slow to take offence, and should give none, and toward their Roman Catholic fellow-countrymen they should exhibit a spirit of forbearance and charity. The Orangemen in Ontario are a large body, and if their influence was exerted in the right direction, and he had no doubt it was, they could accomplish much good. He concluded by expressing the hope that amongst the members of the Order none would be found to disgrace the name of Protestant.

Rev. R. Phillips followed in an able and eloquent speech on the rise, progress, and the aims of Orangism. He was frequently applauded during the delivery of his remarks. The origin of the Order he ascribed to the necessity of the times, which required the union of the friends of civil and religious liberty: the rapid progress of the Order both in regards increase of numbers and moral influence, was due to the fact that it was founded on true and correct principles—on the truth as it is in the Bible; and the ends and aims of the Order were to maintain and perpetuate the glorious principles upon which it was founded and which it had already so powerfully assisted in establishing. He closed his excellent address with the remark that he was proud to be a member of the Order.

Mr. J. Anderson made an eloquent and impressive speech on the duties of Orangemen. He said that he had been connected with the order since his boyhood, and that while it promoted civil and religious liberty, it at the same

The Sun.

It is known you are honest, and the truth lies between

Orangeville, July 20, 1871

"THE CANADA FARMER," for July is to hand, and is, as usual, well filled with excellent reading matter. It should be in the hands of every farmer.

Fraser has purchased the evacuation by the German troops, of three departments near Paris, by the payment of the first instalment of the war indemnity.

ON WEDNESDAY, the 5th of July, G. W. Hill, private secretary to Lieut-Governor Archibald, of Manitoba, committed suicide by shooting himself through the head with a pistol.

In many parts of the Western States, potato bugs are creating great consternation. The potato crop in several localities are reported as being in danger of utter destruction by these pests.

"THE ADVOCATE," published at Peterborough, has been enlarged to seven columns. It is ably conducted. We hope that the proprietor's enterprise will be duly appreciated and rewarded.

THE ANNIVERSARY of the Battle of the Boyne was celebrated throughout Canada on Wednesday with the greatest enthusiasm. Processions, speeches, and picnics were the order of the day, and all passed off in a very satisfactory manner.

RE UNION OF THE HOWE FAMILY.—A great reunion of the Howe family in the United States and Canada is announced to take place at Harmony Grove, South Framingham, Mass., on the 31st of August next, at which all who bear the name of Howe or Howe are invited to attend.

THE MIDLAND RAILWAY.—It is reported that the Midland Railway has been purchased by an Anglo-Canadian Company, of which Mr. Hugh Allan of Montreal, is the head, which will take possession of the line on the 1st of next month, and immediately commence its extension from Beaverton to the Georgian Bay. The company has a capital of \$7,000,000.

THE TORONTO, GREY & BRUCE RAILWAY COMPANY has commenced running freight and passenger trains between Bolton and Toronto, two trains running each way daily, and stopping at Klimburg, Woodbridge, and Weston. The trains leave Bolton at 6:30 A.M. and 1:10 P.M. and returning, leave Toronto at 10:10 A.M. and 4:15 P.M.

THE TORONTO & NISSING RAILWAY COMPANY has commenced running regular freight and passenger trains between Toronto and Uxbridge. The business done has been large beyond all expectation, and more goods have been offered for transport than could be carried in the trains. This will be exceedingly gratifying to everybody, and especially to the bondholders of the road.

COUNTRY EDITIONS IN PRESTON.

OS
20 July 1871
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men engaged in track-laying, while the conductor of the train, Mr. W. Dollery, and the driver of the engine, Mr. W. Curry, were welcomed with hearty cheers.

A LUNCH

Had been provided for the occasion, and after all had been regaled with beer, cake, &c., Mr. Dollery was called on for a speech. He responded, returning thanks in very appropriate terms for the hearty reception accorded himself and those engaged with him on the railway, and congratulated the people of Luther upon having at length secured a railway through their township. The enthusiasm with which they had welcomed the arrival of the "iron horse" in their midst, convinced him that they recognized in it the harbinger of a new era of prosperity to the Township; but to realize it they should secure a station at "Little Toronto," which, with trains arriving and departing from it, would soon become "Big Toronto"—a great commercial center for the large and growing country around it. If the people of Luther desired this, they should keep perfect good faith with the railway company; they should no longer withhold the bonus from it, because the road was not completed at the time specified in the bonus by-law, especially when the company had done all in its power to expedite the work. The contract had been let to the ablest and most energetic railway contractor in the Dominion, and in building over 70 miles of road in less than two years he had accomplished what had been considered impossible in railway construction in Canada. Delays were unavoidable in a work of such magnitude and difficulties; but both the company and the contractor had accomplished all that could have been reasonably expected, and he trusted that the people of Luther would no longer withhold the bonus because the condition that no engine should run over the line to "Little Toronto" by the 1st of April, was not fulfilled till the 14th of July.

He had a better opinion of the people of Luther than to think that they would take advantage of so slight a cause to avoid the payment of the bonus, especially as the intention of the agreement upon which it was granted—that the road would be ready to move the crop of 1871—would be faithfully carried out. No loss resulted to the Township from the delay, as the crop was not yet ready, and whatever excuse there may have been for withholding the bonus hitherto—and he believed it was done to influence the contractor to expedite the

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Another New Railway Scheme.

We believe the Toronto, Grey and Bruce Railway Company, have expressed their intention to continue their line from Mount Forest through North Huron and South Bruce to Kincardine, providing they get the required assistance from the municipalities through which it will pass. So far as South Bruce is concerned, we learn that this will be easily accomplished, as the people of that County see the necessity of having an independent competing line with the branch of the Great Western which is now being built. Should this scheme be carried out, it will afford the people of Bruce a direct outlet at all seasons of the year to the Eastern markets, and prevent the Great Western from charging exorbitant rates for freight required to be transhipped on the Grand Trunk or other intermediate lines, as they are now doing, in order to compel shippers to use their line throughout, no matter at what cost or inconvenience. We are also informed that negotiations are now pending between the Directors of the London, Huron and Bruce and those of the Toronto, Grey and Bruce, with a view to making arrangements which will enable the companies to form a junction at some point in North Huron, and use the same track from thence to Kincardine. If these negotiations should prove successful, as we have every confidence they will, as the London Directors have already given their assent to the arrangement, the people of North Huron and South Bruce will be placed in possession of railway facilities equal to those possessed by any other locality in the Province. In our next issue we hope to be able to announce to our readers that arrangements have been made between the two Companies which, so far as they are concerned, will ensure the success of the scheme.

JUDGING FROM the following statement of the Walkerton *Telescope*, the management of affairs in the County of Bruce is

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21 July 1871

ON EXPOSITOR.

mill, than could be carried in the trains, give Saturday, the Toronto, Grey and Bruce Railway Company commenced running passenger trains as far as Bolton village—two trains running each way per day, and stopping at Weston, Woodbridge and Kleinburg.

As at Quebec, so at St. Helen's Island—the last symbol of British sovereignty in the shape of an old cannon are being sold to Americans for casting purposes. 900 tons of cannon metal were forwarded to Philadelphia the other day.

Advices from Athens announce a terrible disaster on board the Greek man-of-war Eunomia, in the Greek archipelago. The powder magazine exploded and nearly 40 of the crew were killed, and nearly all the rest more or less injured, while the vessel itself was almost entirely destroyed.

Reports have just been received from Vienna representing that a terrible riot occurred there on Sunday. The Socialists are said to have attacked the Ultramontines and many people were injured. The police were powerless and the military were obliged to suppress the disturbance.

Greenwich, near London, was the scene of a serious riot on Monday. A man named Peck, who had been released from a charge of murder, was assaulted by 4,000 people clamoring to lynch him, and several

and punish the outlaws.

Faith in the Narrow-Gauge.

The first narrow-gauge locomotive in the States—for in this matter they have lagged behind Sweden and Canada—was shipped from Philadelphia on the 13th, and is destined for the Denver and Rio Grande Railway. This enterprise, which was organized last fall, is to be 900 miles in length—all on the narrow-gauge of 3 ft. 6 in. This is the longest of the narrow-gauges, which have appeared to be more suitable to subsidiary lines, on which economical working is of consequence, than to main avenues of travel. Some people yet affect to believe that the narrow gauge is a mistake; but if it is, it is an error that is pretty generally diffused. Railways on that system have been running for years in Norway, Wales and France, and are now being extended, after a very lengthened scrutiny, through the length and breadth of India. In the States they are springing up rapidly, and the building of the one spoken of, 900 miles long, is a sufficient indi-

cation of the estimate that our practical friends across the lines entertain of them. In addition to some named in a former issue, we observe that there is one under construction from the Allegheny Valley Railroad as far as Sligo, one under the auspices of the Iowa Narrow-Gauge Railway Company,—capital \$2,000,000—which proposes to construct the following roads from Marshalltown:—One northwest to Webster City, 60 miles; one southwest to Des Moines, 55 miles, and, one southwest to Waterloo, 50 miles. The Pittsburg and Economy Narrow-Gauge Company are also at work; and another, adopting a three foot gauge, has been incorporated to operate at Helena, Ark., for 25 miles. The towns of Rounding and Lancaster, Pa., are to be united by a narrow-gauge way, and several miles are already finished. All this indicates a very widespread faith in the narrow-roads—that is, roads the width of which is narrow in comparison with those it has been the custom to build, but wide enough to accommodate a large amount of traffic, and built and operated at a low cost. The day to sneer at narrow-gauge roads is gone, therefore, but if such sinister expression is indulged, it must be at the many and not the few.—*Free Press.*

Horrors of the New York Riot.

A young man named Charles H. Nichols was murdered, and that she would have revenge. It was subsequently ascertained that none of the dead were her kindred, and with the combined efforts of Warren Brennan and an officer she was finally gotten out of the room.

SEARCHING FOR "PAPA."

Late in the day a young woman, leading by the hand a boy and girl, aged respectively 5 and 9 years, applied for admittance at the Morgue. She explained that she was in search of her husband, Dennis McMahon. He had been shot in the right hip and abdomen, and conveyed to the hospital shortly after being admitted. The officer in attendance explained the case to the woman in as few words as possible, and kindly asked what disposition she wished to make of the body. Trembling like an aspen leaf, she listened to the story, her face changing from pale to ashy white, and her lips moving as if to contradict the story. While listening to the details of the death of her husband, whose last moments had been spent in receiving the consolation of his priest, the children, unconscious of the magnitude of their loss, were mean-

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21 July 1871

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year. Mr. Hicks takes possession of the building on the first of August. Under the management of Mr. Hand, the Royal was well conducted, and we trust that it will lose none of its popularity in the hands of his successor.

OS 27 July 1871

The STATIONS AND FREIGHT SHEDS on the Toronto, Grey & Bruce Railway, between Arthur and Mount Forest, are ready for framing. The Examiner says the line is all graded with the exception of a quarter of a mile, which is under construction, that the fencing is nearly all done, and the bridges, culverts, and cattle-guards all completed.

MOUNT FOREST has an inspector who compels the merchants of the place to keep the sidewalks and streets in front of their premises clear of boxes and goods, and who also sees that the inhabitants keep their cattle, horses, and pigs enclosed, and their yards and lanes clean.—Such a functionary is badly needed in Orogoerville.

CATHARINE McALISTER, aged 13 years, was tried before the County Judge of Peel a few days ago, for setting fire

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NOTHER FIRST FREIGHT by the Toronto, Grey and Bruce Railway, from Orangeville, was shipped by Mr. S. W. Hammett on Tuesday. It consisted of 400 tubs of good butter, and was transhipped on its arrival in Toronto for Liverpool. The train which carried it from Orangeville was a special one, but regular freight trains will in all probability commence running on the line about the 1st of September.

THE ROYAL HOTEL at Dundalk possesses every accommodation for the entertainment of travelers and guests. The proprietor, Mr. H. Pate, is an obliging landlord, and we think we are justified in saying, he deserves his title master at Dundalk will be removed.

A PITFUL AND FATAL ACCIDENT.

ON Wednesday afternoon, the 8th inst., an accident, attended with fatal results, happened to a laborer named Edward D'Arcy, on the line of the Toronto, Grey and Bruce Railway, near Charleston. It appears that a train of cars and a number of men were employed at a gravel pit in Caledon, procuring ballast for the road. The train was backing up to the pit when the deceased leaped from the car on to the bank to procure a shovel, and in attempting to jump back again, he fell on the track beneath the wheels and was dreadfully mangled. His right arm to some distance above the elbow was ground to pieces—his left foot was completely crushed, besides which he appeared to have suffered other injuries internally. The unfortunate man was immediately sent by a special train to Orangeville, with orders from the contractor, (Mr. Fitten), to procure for him all necessary medical care and attendance. Drs. Henry and Garbett did all that could be done under the circumstances. As soon as the sufferer had rallied sufficiently they administered chloroform and amputated the arm and foot. The poor fellow appeared to improve for a short time, but ultimately sank, and died from a nervous shock and exhaustion eight hours after the accident. A jury has been summoned, and an inquest will be held this afternoon. The deceased had only arrived in this country from Ireland about two months; he is about 23 years old, intelligent looking, and has evidently seen better days.

EXPLOSION OF THE LAST BUCKET.

UPPER CADST, ALTON,

Op.

OS
10 Aug 1871

In no less than three places, on the temple, shoulder, and thigh. The injuries however, were so serious that the unfortunate woman died three hours afterwards. The widow and her little baby were well known by lumbermen and others frequenting the new road.

TG 14 AUG 1871

A sad accident occurred on Wednesday of last week near Orangeville, on the Toronto, Grey & Bruce railway, whereby a man named Edward Dorsey lost his life. It appears that deceased was at work on a gravel train, and as the engine was backing into the pit, a sudden shock given to the car on which he stood threw him off, when, falling on the track, the train passed over him before any person knew about it. The sufferer was removed to the Royal Hotel, where everything was done to make him as comfortable as possible. The patient being put under the influence of chloroform, the leg and foot were amputated. The shock which the system had received, however, was too great, and the poor fellow gradually sank, and died about eight hours after the operation was performed. It appears that Dorsey was but a short time out from Ireland, and that he had not been accustomed to railway work.

A story comes through the St. Catharines Times of a legacy left to the family of Springers, by the late Charles C. Springer, great grand-father of Mr. Moses Springer,

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more indebted to Scott, Shakespeare, and Burns, than to all the preachers that ever lived; for they threw a halo around our existence, they have lightened our burdens, and cheered us on our way.— They have expanded the mind, and advanced the liberty of man, and they shall always stand like landmarks in the history of the world's progress. But let us not imagine that Nature exhausted all her powers when she made them. Not she is still the same mighty productive mother. Her law is growth; her motto, "Advancement." Her ministers are science, knowledge and true religion, and they are ever writing "Change" on the face of creation. Yet out of the wrecks of empires, races religious and worlds, she forms now and more beautiful combinations. The march of the soul is from the lowest to the highest, ever upward and onward,

at the County Town, on Saturday last. The hats are long, and the sum of money large.

BURLINGTON is progressing since the opening of the Toronto, Grey and Bruce Railway. The *Observer* says that the trade of the village has largely increased, and that business generally has received an impetus, which augurs well for the future prosperity of the place.

RECOVERY.—Mr. D. Miller has so far recovered from the injuries which he received some weeks ago by being thrown from his buggy, that he is able to attend to business. His numerous friends will be happy to hear of his rapid recovery.

ELGIN COUNCIL.—Elgin Council has imposed a rate of 1½ cents in the dollar for the present year, raising thereby \$23,171.17; ap-

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byterian Church. The public are respectfully invited.

A MAN, whose name we have not learned, received injuries in a gravel pit on the Toronto, Grey and Bruce Railway, east of Charlottetown, on Friday, of which he died on Saturday. He and several others in digging ballast for the road, had excavated some distance under the bank, and though repeatedly warned of danger by the foreman, persisted in the work till the bank suddenly fell, burying the unfortunate man beneath it. He was immediately removed from the debris, and taken to the hospital in Toronto, where he died of his injuries.

MONO COUNCIL.

Mono, Ontario, July 28, 1871.

Not one of us yesterday went last, and about forty men gathered around a big camp, but the Mono Forest Confederacy says they would not face the music, and the wolf still has it all his own way.

John Miller, a Guelph landlord, decamped a few days ago with a team and carriage. He drove to Hamilton and made his way thence to Windsor, where he crossed the frontier just in time to escape a constable sent in pursuit of him.

The hay crop in Arthur will be generally below the average, although a few have a very heavy crop. Potatoes, peas and barley, especially the two first, have suffered from the frost. A correspondent living in that township believes that part of the country can "whip all creation" in the summer frosts, as they have had ice as thick as a penny in June and July.

A VERY sad case of accidental drowning has happened in Glenwilliams. The deceased, James Stewart, started for

stone; Quebec, for 2500. They are in splendid condition, and are as heavy and fine animals as were ever seen in that section.

Bolton is progressing since the opening of the Toronto, Grey and Bruce Railway. The *Observer* says that the trade of the village has largely increased and that business generally has received an impetus, which augurs well for the future prosperity of the place.

The Guelph Mercury records the death of Miss Unsworth, one of the oldest and most respected teachers in that town, which took place on Thursday night. She had been in poor health for a long time past, but the immediate cause of her death was a severe attack of dysentery. Miss Unsworth was engaged as a teacher in the public schools for close on fifteen years.

RAILWAY COLLISION.—On Tuesday the 22nd inst., the drawing-room car, *Newport*, of the Lightning Express train, on the Erie Railroad, bound for Niagara Falls, was precipitated down an embankment about four miles this side of Attica last night. The car was filled with passengers, 15 to 20 of whom were injured— one lady fatally. Names of injured passengers not yet ascertained.

EXTRAORDINARY YIELD.—Mr. E. Wright, of lot 18, 4th con. of London, shows some black oats which have yielded in an extraordinary manner. From each grain has issued an average of twelve stalks, some being as high as fifteen and some as low as nine. The stalks bear an average of 120 grains each, so that nearly 1,500 grains have proceeded from a single one. The total yield of a similar crop would not be less than 100 bushels per acre.

RECKLESS FAULTS.—A careful record of the failures which have occurred in Ontario during the past month shows

that they have been few in number, and in no case involving a large amount. Most of them are consequent on previous embarrassment, and are the legitimate result of a foolish struggle to overcome them. Others are directly traceable to causes which under any circumstances can only yield disaster, and which have often been pointed out in these columns. Altogether their number and amount are such as to indicate healthier business conditions than have existed at any time during the past two centuries.

A gentleman in the eastern part of the State, who was about having his leg amputated on account of its being bent at right angles and stiff at the knee, heard of Johnson's *Analyste Liniment*. After using it a short time his leg became straight, and is now as serviceable as the other.

EXCURSION TO THE FALLS.—On tomorrow (Friday) a cheap excursion to the Falls will start from Alton taking up passengers at Fergus and Elora only. Tickets for the round trip \$1. The train will leave Alton at 5.15 and Fergus at 5.45 and Elora at 6 a.m. Returning will leave Suspension Bridge at 3 p.m. As this train will not call at any intermediate places there will not be an over crowding and therefore a pleasant trip may be expected.

A young man named Malcolm McTaggart, from near Mount Forest, working for Mr. John Hartly, Ashgrove, was hitching a yoke of oxen to a wagon, when they started to run away, and Mr. McTaggart endeavored to stop them by holding on to the chain. The hook on the end of the chain caught into the muscles of the upper part of the arm, stripped them from the bone, and tearing them out at the upper end. Speculator.

T. G. & B. RAILWAY.—The contract for the construction of the Narrow Gauge Railway from Ormington to Owen Sound has been let to Mr. F. Shanly. We take this as a guarantee that the work will be prosecuted with the least possible delay. The *Times* says that Mr. Chisholm, Deputy Reeve of Owen Sound, and Mr. Leckie, Reeve of Artemesia, have received instructions to purchase the right of way for the line at once. Monitor.

THE LONDON ADVERTISER says, a meeting of the joint trustees of the Toronto and Bruce and London and Bruce Railways, together with Rogers and other influential people of North Huron and South Bruce, to take place at Toronto on Thursday next, August 24th, to complete the necessary arrangements for a junction of the two lines from probably Tecumseh to Kincardine. The result of this junction will be to lessen immensely the expenses of construction, and to insure a handsome county bonus to Bruce.

and Lucia.

"WHAT'S IN A NAME?" is the name. He says—the course of your the Christian name connection with royal King, Prince, Roy of royalty, either it times. That part used by members o

A FEW years ago turned to recommendation of Hypophosphite compound Syrup of H. medical profession upon the effects he from its use; since employed with in treatment of various cases, and the sale numbered by many reached large proportions impossible to attain which have fully confirmed. Cases have been cured, signs have disappeared. The inventor has a single instance where auto of chronic, fully treated by long difficulties, Nervous System, surpasses every thing. Its freedom fromency of many diseases, makes it a wide-gauge of disease a chemical product a provincial the leading medicines, as is the case.

There are 3,000 in the world.

At Elliott's Hotel Inst., by the Rev. T. Ferguson to Miss E. Hartman.

At Patrells, Margaret, wife of Adam In Durham, on the Mary, daughter of J. Wood, the widow of

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The Montreal authorities ---
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carbolic powder and a quantity of lime to be
given gratis to all persons who will use it for
the purpose of cleansing and freeing their
premises from foul smells and other impuri-
ties. It is a good example.

It is rumored that the county of Huron
is to be divided for registry purposes, that
the office is to be in Blyth, and that W. T.
Hays, ex-M.P.P., is to be the happy man.
The Clinton New Era protests in the name
of the whole people of Huron, against both
the creation of such an office, and the pro-
posed incumbent. There is not the slightest
necessity for a change in the registry office.

The fire in Ayr on the morning of the 23rd
inst., caused the loss of about \$19,000. Two
large hotels, three dwelling houses, five
stables, and sundry workshops were destroy-
ed. The Hilborn Hotel, owned by Mr. Cold-
well, of Galt, including stable, was valued
at \$3,000, with an insurance of \$1,400; Mr.
Hilborn, the tenant, losses \$2,600; the Ellis
Hotel, \$2,500; with trifling exceptions the
other occupants had no insurance.

We are happy to note, says the Mount
Forest Examiner, that the grading on the
Toronto, Grey, and Bruce railway to Mount
Forest has been finished. The track-laying
from Orangeville has progressed with creditable
speed, and will be completed as far as
Arthur village some time next week. We
expect soon to hear that this part of the
work is continuing in this direction, and to
welcome, in the course of several weeks, the
arrival amongst us of the first locomotive.

The Orangeville Star says it is rumoured
that South Simcoe is to be formed into a
registration district, with Mr. W. C. Little,
the representative of the riding in the Gen-
eral Legislature, as registrar; and Bradford,
Alliston, or Cookstown as the location of the
office. From this it is inferred that Mr.
Ferguson is unwilling to risk a re-nomination
for Cariwell, and that Mr. Little must be
shelved in order to make room for him in his
old constituency.

As John Roan, a farmer of Caledon, was
driving a fiery team near Hillsburg on Sa-
turday, one of the lines broke, and the horses
obeying the other, turned abruptly, upsetting
the wagon and throwing Mr. Roan vio-

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Railway Progress.

The negotiations that have been on foot for quite time past between the London, Bacon & Thorne Railway Com-

1st Aug. 1871.

Today.

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place died in

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upon Bittern

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w. He had

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to return. He

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where he had

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it be played on

No. 10 Queen's

The 10th inst.

and will

be present at

the 10th inst.

in the evening

at 8 o'clock P.M.

have been brought to the subject for result by an amalgamation. This arrangement will provide for a junction of the two lines at Wingham by this means saving half the cost of construction for a distance of about thirty miles. The public have been informed several times through these columns of the probability of such an arrangement being made. A

United Union with the place in the northern township, which it is generally believed will result in the adoption of the name of the town in this section. — *Press.*

Canada Life Assurance Company

Annual General Meeting

the 20th inst. at the hall of the

new building in the City of

John Young, Esq., the chairman, Dr. G. J. Macdonald, secretary, and a number of other members of the Board, and of the Committee, shall preside.

At the same time, and in the same hall, the

Annual General Meeting of the

Bank of Montreal, organized in 1817, by the

late James Caldwell, will be held at the same

time, and in the same hall, by the

same persons, and in the same hall, by the

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Minutes
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31 AUG
1871