

Toronto, Grey & Bruce Railway. FORMAL OPENING.

Speeches of the Attorney-General and Mr. Blake.

The formal opening of the Toronto, Grey and Bruce Railway took place yesterday, and notwithstanding the weather, was a marked success throughout. Special trains were run from Toronto and Arthur to Orangeville, conveying large numbers of invited guests; and a grand banquet and ball took place at the latter place. The cards of invitation stated that a special train would leave the Union Station at nine o'clock, and that there was a large number of our influential citizens, who have shown an interest in the success of the narrow-gauge roads, assembled at that place, prominent among them being the figures of the Attorney-General, and Mr. E. Blake, M. P., while representatives of other roads—Mr. Muir, from the Great Western Railway, Mr. P. S. Stevenson, of the Grand Trunk Railway, Mr. Shaddon of the Toronto & Nipissing Railway, and other leading men, including a fair representation of our "City Fathers" were also observed. There were about 400 gentlemen assembled. A despatch, headed by Mr. Isaac Carling, from the London, Huron & Bruce R'y were also present. The train consisted of eight first-class cars—some of them lent for the occasion by the Toronto and Nipissing Railway; and their comfort and neatness elicited general remark. Starting from the Union Station, the train proceeded, with occasional bounds, till it reached Weston station, where, leaving the rails of the Grand Trunk, it went on its own track. Speeding forward, the train making splendid time, reached Woodbridge within the hour, crossing the Humber and running up a steep grade with ease, the two engines—the "Gordon" and the "Toronto"—doing splendidly. At Mono Road there was a triumphal arch erected across the line, and a good many villagers were present on the platform. Shortly afterwards the ascension of the celebrated Caledon Mountain, and the passage round the well known "Helter Skelter" curve began, and excited general attention, and the outside platform of the cars were crowded with persons anxious to see this great engineering feat. The train gradually wound its way around the hills, and it steadily gained a higher elevation, until the passengers had a fine view of the country lying at their feet. Approaching the top of the range, the engines made an extra effort, and very shortly afterwards the train drew up at the Charlton station. The heavy train ascended this steep grade of this part of the line at the speed of about twelve miles per hour. At Orangeville great preparations were made, the station being decorated with flags, arches, evergreens, &c. The destination of the Toronto party was reached about twelve o'clock.

The Arthur party after a pleasant run of 25 miles, reached Orangeville about an hour before the Toronto party. They numbered about 200, including deputations from Arthur, Harrison, Mount Forest, Wrentham and other points. The length of the journey to-day is now reduced to only forty-four miles—from Arthur to the

THE BANQUET.

On the arrival of the Toronto train, the

four of narrow gauge railway. (Hear, hear.) If there was one unanimity feeling pervading the country, it was that the system of narrow gauges, instead of being antagonistic to the old broad gauges—the larger arteries—it would supply the best feeders which these old gauges would have. (Hear.) He was happy to see the joyful countenances of those who were to-day put into possession of an avenue by which they could escape from the rear sections of the district to the towns and villages which were in the enjoyment of the advantages given to them by the construction of the Grand Trunk and the Great Western Railways. He recollected, although he was not an old man (a laugh,) when one talked of a journey to Garsfrax or Caledon as a trip to California was now regarded. They had that day seen splendid farms which no country in the world could surpass, and the progress of the country in financial matters was equally wonderful. He remembered the time thirty-five years ago when John Henry Dunn, the then Receiver of the Province of Upper Canada, made a visit to England to raise money and could not get a single pound sterling on the bonds of Upper Canada. He (the Attorney General) thanked God that Ontario was not in debt, and had no bonds to pay. The Legislature had not authorized the issue of any bonds to make a debt; the difficulty was to get along with the money they had in hand. (Laughter and cheers.) The bonds of the Dominion since Confederation were at a premium at from 10 to 12 1/2, and if the Province of Ontario had had any bonds, they would at least have been at 20 per cent premium. (A laugh.) No corporation or individual who had bought the bonds of this company but would, he believed, to-day pay a greater premium for them than when they were in the market some months since. He believed that this was a coalition meeting. (Laughter.) He was not going to allude to that edifying term when it was connected with politics. After alluding to the singular position of the village in which they were assembled, situated on the borders of the townships of Amaranth, Mono, Garsfrax, and Caledon, and being part of the riding of Cardwell, and the counties of Wellington and Peel, Mr. Macdonald said he would not talk of coalitions from a political standpoint—railways were to-day his politics.

A Voice—What about cash?

Mr. Macdonald said they had nothing to do with that class of public works, and concluded by expressing the satisfaction with which he viewed the accomplishment of the work they were assembled together to celebrate. (Cheers.)

Mr. Blake then rose and was received with a perfect ovation. He commenced his remarks by observing that he followed the Attorney-General on the present occasion more agreeably than was sometimes the case. He was able to agree with the bulk of what had been said, and of course he had in consequence fewer materials for making a speech. He was glad to notice two cordial manner in which the toast had been received. That would be a bad day for a self governing people when the toast of its Legislature was received otherwise than with hearty applause. (Cheers.) There could be no doubt that all present, the most extreme on either side, could find very good reasons for responding to the toast of the "Health of the Legislature." Some of them thought that a large portion of that body was right, and others that a large portion was wrong. Those who thought it was right were anxious that their friends should live a long time, and those who thought that a large portion of it was wrong, were, he need hardly say, anxious that they should have time for repentance. (Laughter.) He had a peculiar interest in replying to this

of the Bench, the members of which were supplied from the Dominion, was proof of this. (Hear.)

Mr. J. G. Worts proposed "The railway interest of Canada," which he said was the great interest of the country, considering the great distance we had to travel from one part of the country to another. When he first came to Canada the journey from Montreal to Toronto took longer time than it did to go now from Toronto to Fort Garry, and was accomplished with more difficulty. A Toronto merchant could get on board a train now in the evening and arrive in Montreal in the following morning.

A Voice—Herring accidents. (Roars of laughter.)

Mr. Worts—All I can say is that I heard a gentleman say that he had travelled 21,000 miles over the Grand Trunk and never met an accident. (Hear, hear; oh! oh! and a laugh.) Mr. Worts proceeded to say that he had travelled a great deal over the Grand Trunk and had never seen an accident, and although his firm sent large quantities of merchandise over the line, they had never had to call on the Company for its damages. With all due respect to the gentleman who called "Herring Accidents," he believed that line killed as few people as any line of its length in the world. They might think there were a great many accidents because they saw accounts of them, but he had recently read in a newspaper that there were more people killed from slipping on orange peel in the city of London in a year than were killed on all the railways in England during the same time. (A voice—Hear, hear.) People were killed by horses running away, etc., and if the large party present had come up the Caledon mountain in the old-fashioned way, and did it every day, he believed more persons would be injured if they came in the old way than ever would be injured by the running of the Grand Trunk or the narrow gauge roads over the same distance. He proposed the railway interests of the Province.

Mr. F. C. Carleton claimed the prerogative right to reply to the toast, which he did in a few remarks.

Mr. P. S. Stevenson responded for the Grand Trunk. After a few preliminary remarks, he said the Grand Trunk should have no enemies for it was the friend of the country and reciprocally the country should be its friend. The ill that afflicted the one would be likely to afflict the other. If the Grand Trunk were to be built now he believed that would be built on the 4 ft. 8 1/2 in. gauge, in order the better to connect with American roads. Mr. Stevenson proceeded to refer to the vast improvement made in the road and its equipment during the last ten years, and claimed that—whatever might have been said by some as to accidents on the road—that its track was, perhaps, not second to any of the leading lines of the United States, and its rolling stock was not surpassed in the country. In proof of which he instanced the Pullman cars, which were now run on all parts of the road. He was glad to see the narrow gauge road opened for every road would add to the wealth of the country.

Hon. JOHN CARLING also responded. The toast of the railway interests of the country was a most important one; but it was difficult to make a speech after the eloquent addresses of the Premier, and the leader of the Opposition, and the members of the bar. The success of railway enterprise and the general prosperity of the country must raise a patriotic feeling in the breast of every inhabitant of Canada. In no part of the Dominion was the general prosperity more marked than in the Province of Ontario. (Cheers.) They had thousands of miles of railway constructed or about to be constructed in the Province, and these with the great Pacific road that they thought

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On the arrival of the Toronto train, the whole party gathered to the hotel, where the dinner was to take place. The crowd of strangers did their best to be troubled as they were, and very numerous of the crowd there had no money, and were unable to pay for their meals. The hall was very prettily decorated with evergreens, banners, &c. The names of the chief producers of the meeting were on the wall. The Gaynor's Own band, when called upon, to Toronto on the special, played several hours during the dinner.

The chair was occupied by Mr. John Gordon, President of the Board, and the secretary of the chair by the Hon. John McMurdo, Mr. A. W. Peckham, Chief W. F. McManis, Mr. Wm. Ramsey, Mr. John Morrison, and Dick and Al. McDaniel, Directors. The officials of the chairman were the Hon. F. B. McDaniel, the Hon. Judge Graham and Judge Ferguson; and on the table, Mr. E. A. McDaniel, Mr. Hon. John Carding, Hon. J. H. Cass, and Mr. J. H. McCarty, and the other officials. Among the members present we also noticed the following mentioned:

A. R. McMaster, J. R. Smith, James Mc-
chay, Ald. Dugay, Ald. Howson, Ald. R. A.
Biddell, Ald. F. Richmond, Lieut.-Col. R. L.
Dennis, John McNeil, P. P. Gungor, Major
Arthur, N. C. Macleod, John Sheldon, F.
C. Caprell, T. D. Harris, Ald. Medcalf, Ed-
mund Wzage, Chas. Engineer T. G. & B. R.;
C. Moberly, Northern Railway; Adam
Crooks, M.P.P.; J. Carling, London; W.
Elhot, W. H. Howland; W. Sutherland Tay-
lor, Secretary of G. & B. R.; Ald. Turner,
Ald. Moffatt, Ald. Hyuen, Capt. G. H. Wy-
att, Ald. Dick; A. W. Lauder, M.P.P.;
Major Putney, Deputy Minister of Militia;
J. Rankin, Montreal; Thos. Hamilton, N. R.;
J. P. Arty Boulton, L. Col. Gilmour, Henry
Abell, Alfred Rowe, F. Rowe, Capt. Wallace
James Thompson, Woodbridge; W. S. Lee,
Hugh Miller, Dr. Thorburn, P. S. Steven-
son, G. T. R.; D. R. Read, Q. C. Toronto;
A. Baulibee, Newmarket; Q. B. Greene,
James Graham, T. and N. R.; John Taylor,
R. Jaffray, James Young, J. G. Worta, D.
S. Keith, H. J. Baulton, J. J. Vickers, John
Kay, Charles Lindsay, J. A. Donaldson,
Wm. Jacques, A. M. Smith, Thomas Pax-
ton, M.P.P.; George Perry, M.P.P.; Noah
Piper, C. J. Casells, Larratt W. Smith,
John Macan, — Henderson, Jas. Brown,
John Davies, D. Spry, Rev. Horace Cooks,
England; Samuel Spruill, W. T. Mason, A.
T. Fulton, J. C. Fitch, W. H. Beatty, sol-
icitor to T. G. and R. R.; G. F. Franklin I.
Beth Wilson, Mackville; John Shields, L.
R. Bolton, J. F. Warburton, — Wyche,
— Jadrny, John Goodhouse, J. S. Dalton,
British Standard, Bolton; Dr. Trotter, Wm
Laidlaw, Edgar J. Jarvis, W. Barber, Geo-
town; Joseph Draper, Malcolm Morrison,
G. C. O'Brien, E. J. O'Callaghan, George
Chisholm, W. W. White, George Moore,
Arthur, R. Craig, Francis New Wood,
Anthony Bushland, Henry Rogers of
Arthur, — Duncan Strachan, — Reave
of Lathbury, Peter — Hanson, Arthur, Hugh
McDougall, Lathbury, Isaac Harris, Hugh
McCallum, Geo. McDonald, M.P.P.; Chas.
Clark, M.P.P.; W. H. Munter, House of
David Garfield; Jas. John Arthur; Alex
Richardson, Forge; — Dawson, Lathbury;
John Anderson, Arthur; Dr. Armstrong,
Jas Read, John Fisher, S. R. McKittrick,
P. M. Barker, Benjamin Fountain, John Gar-
bett, Joseph Patten, F. Munra, Adam
Grangeville, William Chas. C. Cather,
G. Collier, W. Ross, George Mc — — —
The Joyful trade having been daily im-
proved

The first vice-president, Hon. John Mc-Murich, proposed the Army and Navy of Great Britain and our loyal Canadian Vol-

Captain W. F. M. Martin responded on behalf of the navy in brief and appropriate terms.

Lieut. Col. GILSON, of the Queen's Own, responded on behalf of the volunteers. He said that volunteers would always take an interest in such enterprises as the one they had met to celebrate the opening of to-day, for it was by means of railways running across the land in all directions that the brave inland volunteers were to be carried to the front when their services were required against such rascals as O'Neill or Kiel. (Applause.)

The CHAIRMAN then proposed, in closing the terms, the Dominion and Local Parliaments.

The toast was received with enthusiasm, and Mr. Hillyard Cameron rose, and said he would make way for the Attorney-General and Mr. Blake.

After returning to the
city in the boat, it was found that the

was wrong, and insists that a large portion was wrong. Those who thought it was right were anxious that their friends should live along time, and those who thought that a large portion of it was wrong, were, he need hardly say, anxious that they should have time for repentance. (Laughter.) He had a peculiar interest in replying to this, as a member of the local Legislature, because he was the representative of a county towards which this railway was stretching out its arms. His county was indeed being watered by the one sutor but had not yet been favoured by the engagement of any. He was of equal anxiety—he thought anxious as any member of the Legislature might be—to see railway enterprises prospering throughout the land. He remembered very well the difficulties in the Legislature when this enterprise had encountered. In the first Legislature they were told that this narrow gauge principle was a delusion; they were taught, or attempted to be taught, the lesson that the great interests of the country would suffer most seriously if a charter were granted allowing the municipalities, capitalists or companies, to build a road with a gauge of only 3 ft. 6 in. Personally he had no faith in that Company, and whatever little faith he might have had in it was greatly diminished by the fact which he soon observed, namely, that the loudest objectors were those who were interested in rival enterprises. (Hear, hear.) They had, he remembered, a very close division upon the vital question of gauge, and that many who had cried out in favour of the narrow gauge were found voting against it! He rejoiced that the promoters of the scheme had been enabled to carry it through, and had obtained the privilege of constructing their road upon the narrow gauge. He rejoiced that that which was then problematical—for though the system had been adopted in other countries it was entirely new in this—had been proved by the success which had attended the construction of the road, and formal opening they had now not to celebrate. (Cheers.) He had sometimes felt it to be his duty both to agitate legislation sought by the promoters of this enterprise, being guided by what he considered to be the best interests of the community at large. When, however, during the long course of legislation he had supported the scheme, it had not only received his vote, but his hearty support, and he thought that the Legislature had a right to be proud of what it had done in this respect. He attempted, as the promoters of this enterprise did attempt to construct a railway by going boldly to the public, the parties interested, and informing them that they must themselves subscribe for large sums in order to secure its construction, these gentlemen had a very difficult task to undertake—difficult because the public of this country had not yet forgotten the unfortunate circumstances formerly attending railway enterprises which had been aided by other sections of the country. They had not yet forgotten that municipalities had incurred liabilities by issuing bonds for which they had received no value whatever. It thus imposed great difficulty upon those who undertook the construction of this narrow gauge road and he was surprised, looking back to the state of things three years ago, that we should have found so large an amount handed over by the local municipalities towards the construction of this work. His friend, the Attorney-General, had said that his tongue was not very readily tuned to the language of praise, but he could not refrain from saying that the promoters of this enterprise were deserving of the warmest thanks of the entire Province. They could justly congratulate them to-day on the triumphant results of their unequalled efforts. He hoped they would find the same spirit of enterprise not rash enterprise—but enterprise accompanied with matured forethought exhibited throughout the whole of this wide Dominion. He trusted that future undertakings would be conducted with equally careful and vigilant legislation, and no attempt at speculation, at dishonesty or impropriety of conduct on the part of those who held the purse strings, having ever been thrust against them. (Cheers.) They were now realising what might be done by the application of cash towards the construction of public works—your deliberations are equivalent to cash.

The Attorney-General half laughed slightly upon the subjects to which he (Mr. Blake) did not intend to refer. He drew a parallel which he could not understand, between the flourishing village of Orangeville and the principle of coalition. But we will leave the discussion of this point a few days, or a few weeks; he would leave it to the Attorney-General to name the day when it should be resumed. (Loud laughter.) He was ready at the proper time, in the proper place, and under the proper circumstances, to fight the question with his friend as he had fought before, and he believed he should do so with a little better luck this time.

Mr. Blake resumed his seat amid loud cheers.

Hon. J. C. CROWEY responded on behalf of the Dominion Legislature. He said the

general prosperity of this country must raise a patriotic feeling in the breast of every inhabitant of Canada. In no part of the Dominion was the general prosperity more marked than in the Province of Ontario. (Cheers.) They had thousands of miles of railway constructed or about to be constructed in the Province, and these with the great Pacific road that they thought would shortly be built, would testify to the progressive spirit of the people of Canada, and would induce others to settle in this country, coming even from the States, when we showed that we were possessed of equal energies, and offered such fields for labour. If they wanted railways the municipalities interested should come forward, and the Legislature had resolved that they should be assisted. He thought that in five or six years every county in the Province would have its railway. The name of the Great Western Railroad had been referred to, and he regretted that the very excellent Superintendent of the road, Mr. Muir, was not present to respond. That Company had the interests of the country at heart, and its road would compare favourably with any of the American connections. (Cheers.)

Mr. C. W. MOOREHEAD responded on behalf of the Northern Railway, congratulating the Directors of the Toronto, Grey and Bruce Railway on the success they had attained in their enterprise.

Ald. DICKEY proposed the next toast, in doing which he said that without the aid of the municipalities through which the New-Gauge railway passed, the citizens of Toronto would have had great difficulty in constructing them.

He proposed prosperity to the municipalities through which the Toronto, Grey and Bruce Railway passed and to their representatives. (Applause.) Mr. Dickey made a lengthy reference to the Railway Aid Fund, and spoke of assistance it was likely to be to railway construction.

The following Reeves who were present made short speeches in response to the toast:—
Mr. Chisholm, of Owen Sound; Mr. McCarthy, of Orangeville; Mr. Gibson, of Howland; Mr. McKibbin, of Cudross; Mr. McConnell, of Minto; Mr. Fisher, of Turaherry; Mr. McManus, M. P. P., of Mono, and Ald. Reddick, for the city of Toronto.

Mr. DAVID THOMPSON briefly proposed access to the narrow gauge roads, a toast which was received with great enthusiasm.

The CHAIRMAN responded in a few eloquent remarks tracing the building of the Meronto, Grey and Bruce Railway, and referring to the assistance that had been given to the road by the various municipalities. Every promise that had been made by the Company except that relative to time had been fulfilled. He hoped that by this time next year they would be able to celebrate in the prosperous town of Owen the completion of the road to Lake Huron. (Cheers.) He would take this

opportunity of stating that the whole bonded debt of this Road, on its completion from the Port of Foreat to Toronto, would not be over \$1,000,000 per mile, and he believed that the whole system to Owen Sound would be completed for a bonded debt of not over that amount. This light provision of debt on the Road would enable them to carry freight at far cheaper rates than roads on which the bonded debt was much heavier. The Chairman concluded his remarks by referring to the exertions of Mr. George Laidlaw in pressing the interests of the Road, and expressing his unqualified approval.

The band then played Gus Savatthe O'Brien, and the proceedings terminated. The trip to party returned to the station, and accompanied by many (Orangeville and Mount Pleasant) people who were offered the ride and turn backs, started for this city on the return trip at half past five. (Good time) was made to the Weston Grand Trunk Junction, and from that point to the city, there were the usual veracious delays. The Union station was made at nine o'clock, a run of ten and a half hours from Druggville.

(By Telegraph from our Reporter.)
ORANGEVILLE, Nov. 3

Additional seats is being given to the opening of the railway by a ball which the citizens of Orangeville are giving to-night in honour of their visitors. The affair is taking place in the drill shed which is brilliantly lighted up, and with its gay decorations presents a pleasing aspect. Dancing commenced about ten o'clock to the music of the full band of the Queen's Own, and will probably continue until daylight. The assembling of many about seventy couples, including several ladies and gentlemen from Toronto and other places. Before dark all the hotel accommodation was bespoken, and it is expected that many will have to remain in the hall rooms until the train leaves at seven o'clock in the morning.

New York has now really two fine speci-
mens of the French style of architecture.

Lieut.-Col. GILLMAN, of the Queen's Own, responded on behalf of the volunteers. He said that volunteers would always take an interest in such enterprises as the one they had met to celebrate the opening of to-day, for it was by means of railways running across the land in all directions that the brave inland volunteers were to be carried to the front when their services were required against such rascals as O'Neill or Kiel. (Applause.)

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Hon. J. S. MACDONALD was received with
lead character. After the

ment which had been paid to the Assembly in the toast, he said that the present gathering was owing, no doubt, to the legislative proceedings which marked the first session of the late Assembly in 1867. Every member of the Legislature might well be proud that the attempt that had been made by the energy and enterprise of the gentlemen who had undertaken the construction of narrow-gauge railways had at last been crowned with success, which the pleasant gathering of that day and the late gathering of the Toronto and Nipissing road attested. Those who recollected the efforts that were made to oppose the introduction of the narrow gauge will remember that it was a struggle of no ordinary magnitude. What was promised then with regard to the economical construction and the durability which would be connected with these railways was, no doubt, at that moment realized. They were not to calculate the construction of a road which had found its way into the centre of that populous district in which they were assembled. Nothing had gratified him so much in the course of a long political career than to find himself within the space of three years after the inauguration of this narrow gauge policy witnessing this grand demonstration in favour of a work of such magnitude. (Cheers.) If pe

and reward as a valuable member of that body, and he claimed no more honor than what was due to every member of that Legislature, than to find that they had encouraged a system of railways which had produced such a gladdening exhibition as that he now witnessed. Since the close of last session members had gone to their constituents, and he ventured to say that if there was any body present who had been returned again, or if there were those who had not had the good luck to be returned, they would bear him out in saying that one of the crimes brought against them at the hustings was certainly not that they had voted in fa-

Hon. J. C. CAMERON responded on behalf of the Dominion Legislature. He said that all felt that this enterprise was one which should bring men of all politics together, because it marked the beginning of an era which would fill the whole of our western peninsula with a network of railways (Hear, hear.) The farmers residing near these railways knew that by means of them they could get their grain to the leading market of the country with great facility, and that through them their farms were enhanced in value. Whatever might be the difference of opinion in people's minds with regard to politics, no one could but admit that a great deal of the credit of securing these railways to the country was due to the present ministry of the Province. The Dominion Parliament would soon be building the Pacific Railway, and he hoped that the members of that Legislature would be as well received after that road was built as his friends of the Local Legislature had been that day, and whatever might be in store for them they might never be swished off. (Laughter and cheers.)

Captain McMASTER proposed "the Ben-
and the Bar" in a few words.

~~Mr. J.~~ **WALT** briefly responded, on behalf of the Bench.

Mr. ADAM CROOK, Q. C., was also called upon, and after a brief reference to the presence of so many eminent legal gentlemen, made a few eloquent remarks as to the benefits which resulted to every country from improved railway communication. Places which were, as well, without railways, he situated in the deserts of Africa or Arabia, were rendered capable of the greatest progress by their construction. But this material progress must also be accompanied by intellectual and moral progress. (Hear.) In Canada, he was glad to say, this mutual progress had been made. The bar had done its duty in this respect, and would compare favourably with that of other countries. The high character

(By Telegraph from our Reporter.)

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New York has now really two fine specimens of the French "flat" style of architecture; one is being completed by Mr. Percy Stevens, the other is on the corner of Fiftieth street and Fifth avenue, and was remodelled from the old New York Club House. The latter has seventy-four suites of apartments, for twenty-four different families, all of which are occupied, and the demand for house-room in a central location can be imagined when suites or "apartments" for families upon the fifth floor rent for twenty-one hundred dollars per annum, and on the fourth for twenty-two hundred dollars for the same period of time. The lower the floor the higher the prices; a reverend editor and his wife paying two thousand dollars per year for four rooms only. The rents in these cases absorb at least half the cost of living, but then the method reduces considerably the cost and trouble of the other half. The rooms connecting, there is none of the trouble of going up and down, of the trouble of answer, no bell, no door bells, no furnace fire to keep, no coal, no furnace, no sweeping going, and a general restaurant and laundry at a moderate charge being connected with the establishment, no cooking or washing to be done, unless preferred. One servant is therefore sufficient for the needs of a family; while the mistress of the house is relieved of two-thirds of the burden of its care and taxation. The high prices and limited accommodations restrict them not present to persons of liberal income, and it is rather curious to note that the majority of the first occupants of the best class of French flats are the families of distinguished editors and journalists who have lived very much abroad. When the idea, as exhibited in these structures, becomes a popular fact, it may afford the most reasonable solution of the present vexed question of housekeeping. Even now it points to a great revolution in many of the formulas and usages of society, and as an indication of a new social departure, is worthy of attention.

case of Central, the SLS, and to them with the earnings yard. I were end permanent Central. for two year; I existed; as we enter into now say year same. With re very gr enabled per-centa renewals 1871, with the corre nary exp last half. Is a scare that the fully alive the work remark I superintend yard, the buted to and to be with our change. has never been as I state, the tral rail 1,000 to have 2,00 we have future, as will fill a. Our line and to be and hope manufacturing greater, e hat he added, a greatly to traffic to my inter wherever in the afterward page as a the of the critical a temper. tion drew order the regard to what I

The train from the east, bringing the President and Directors of the road, and about 400 invited guests, arrived, about noon, and, headed by the band of the "Queen's Own," wended their way through the village to the Drill Shed, where a most beautiful spread was provided by the Company. The streets of the town were tastefully decorated with floral garlands, to which were

Mr. E. Blake, M.P., upon rising loudly cheered, and commenced by saying that he did not often follow the Attorney General with such pleasure to-day. He was able to coincide with most of what had been said. He was glad to notice the "cordial manner" in which the toast had been received. That would be a bad day for a self-governing people when the toast of its Legislature was received other-wise than with hearty applause. (Cheers.) Some of them thought that a large portion of that body was right, and others that a large portion was wrong. Those who thought it was right were anxious that their friends should live a long time, and those who thought that a large portion of it was wrong, were, he scarcely said, anxious that they should have time for repentance. (Laughter.) He had a peculiar interest in replying to this toast, as a member of the Local Legislature, because he was the representative of a county towards which the railway was stretching out its arms. He remembered very well the difficulties in the Legislature which this enterprise had encountered. In the first Legislature they were told that this narrow gauge principle was a delusion. Personal animosity had no faith in the opponents of the Company, and whatever little faith he might have had was greatly diminished by the fact which he soon observed, namely, that the loudest objectors were those who were interested in rival enterprises. (Hear, hear.) They had, he remembered, a very close division upon the vital question of gauge, and the

Mr. I. S. Stevenson responded for the Grand Trunk.
Hon. John Carling also responded. The board of the railway interests of the

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President and Directors of the road, about 400 invited guests, arrived, about noon, and, headed by the band of the "Queen's Own," wended their way through the village to the Drill Shed, where a most bountiful spread was provided by the Company. The streets of the town were tastefully decorated with triumphal arches, to which were appended mottoes such as, "Welcome T. G. & B. R.," "Good bye old stage, &c." The hall was very prettily adorned with flags and festoons, the walls bearing the names of Gordon, McMurich, Laidlaw, Wraggon and others. The chair was taken by J. Gordon, Esq., President of the road, the vice-chairs being occupied by the Hon. J. McMurich, V. C. Pres., Capt. W. F. McMaster, Mr. Wm. Ramsay, Mr. J. Morrison, Capt. Deck and Alderman McDonald. The chair was supported on the right by Hon. J. S. McDonald, Hon. Judge Galt and Judge Duggan. On the left were Mr. E. Blake, M.P., Mr. McCarthy, Reeve of Orangeville, Hon. J. H. Cameron and Hon. J. Carling. After a blessing was asked by the Hon. J. McMurich, all present went to work denouncing the good things, the band the while discoursing sweet music.

After dinner the Chairman gave the first toast of "The Queen," followed by the "Governor-General and Lieutenant-Governor." Mr. McMurich, from the vice-chair then gave the "Army and Navy of Britain, with the Volunteers of Canada." This toast was responded to by Capt. McMaster, and Colonels Gilmour and Currie.

The Chairman then proposed "the Dominion and Ontario Parliaments." The toast was well received and calls were made for McDonald, Blake and Cameron.

Mr. Cameron rose, and said that he should give way at this time for the Local Legislature, as this undertaking was more a local than a general one.

Hon. J. S. McDonald was received with loud cheering, and said he thanked the meeting for the honor done the Local Legislature. It gave him great satisfaction to be present. Every member of the Legislature might well be proud that the attempt that had been made by the energy and enterprise of the gentlemen who had undertaken the construction of narrow-gauge railways had at last been crowned with success, which the pleasant gathering of that day and the late gathering of the Toronto and Nipissing road attested. Those who recollected the efforts that were made to oppose the introduction of the narrow-gauge will remember that it was a struggle of no ordinary magnitude. What was promised then with regard to the economical construction and the durability which would be connoered with these railways was, "no doubt," at that moment realized. Nothing had gratified him so much in the course of a long political career than to find himself within the space of three years after the inauguration of this narrow gauge policy witnessing this grand demonstration in favor of a work of such magnitude. (Cheers.) If nothing else were his reward, as a humble member of that body, and he claimed no more honor than that was due to every member of that Legislature, than to find that they had encouraged a system of railways which had produced such a gladdening exhibition as that he now witnessed. Since the close of last session members had gone to their constituents, and he ventured to say that if there was any body present who had been returned again, or if there were those there who had not had the good luck to be returned, they would bear him out in saying that one of the crimes brought against them at the hustings was certainly not that they had voted in favor of narrow-gauge railways. (Hos.

he had no faith in the opponents of the Company, and whatever little faith he might have had was greatly diminished by the fact which he soon observed, namely, that the loudest objectors were those who were interested in rival enterprises. (Hear, hear.) They had, he remembered, a very close division upon the vital question of gauge, and that many who had cried out in favor of the narrow gauge were found voting against it. He rejoiced that that which was then problematical—for though the system had been adopted in other countries it was entirely new in this—had been proved by the success which had attended the construction of the road whose formal opening they had now met to celebrate. (Cheers.) He had sometimes felt it his duty to fight against legislation sought by the promoters of this enterprise, being guided by what he considered to be the best interests of the community at large. When, however, during its long course of legislation he had supported the scheme, it had not only received his vote but his hearty support, and he thought that the Legislature had a right to be proud of what it had done in this respect. In attempting, as the promoters of this enterprise did attempt to construct a railway by going boldly to the public, the parties interested, and informing them that they must themselves subscribe for large sums in order to secure its construction, these gentlemen had a very difficult task to undertake—difficult because the public of this country had not yet forgotten the unfortunate circumstances formerly attending railway enterprises which had been aided by other sections of the country. They had not yet forgotten that municipalities had incurred liabilities by issuing bonds for which they had received no value what over. This imposed great difficulty upon those who undertook the construction of this narrow gauge road and he was surprised, looking back to the state of things three years ago, that we should have found so large an amount handed over by the local municipalities towards the construction of this work. His friend, the Attorney General, had said that his tongue was not very readily tuned to the language of praise, but he could not refrain from saying that the promoters of this enterprise were deserving of the warmest thanks of the entire Province. They could justly congratulate them today on the triumphant results of their unwearied exertions. He hoped they would find the same spirit of enterprise—not rash enterprise—but enterprise accompanied with caution and foresight—exhibited throughout the whole of this wide Dominion. He trusted that future undertakings would be conducted with equally careful and vigilant inspection, no attempt at speculation, at dishonesty or impropriety of conduct on the part of those who held the purse strings, having ever been charged against them. (Cheers.) They were now realizing what might be done by the application of cash towards the construction of public works—your debentures are equivalent to cash. The Attorney General had touched slightly upon the subjects to which he (Mr. Blake) had not intended to refer. He drew a parallel which he could not understand, between the flourishing village of Orangeville and the principle of conditions. But we will adjourn the discussion of this point a few days, or a few weeks; he would leave it to the Attorney General to name the day when it should be resumed. (Loud laughter.) He was ready at the proper time, in the proper place, and under the proper circumstances, to fight the question with his friend as he had fought before, and he believed he should do so with a little better luck this time. (Loud and continued cheering.)

the railway interests of the Province.

Mr. F. C. Capeest claimed the pre-emptive right to reply to the toast, which he did in a few remarks.

Mr. P. S. Stevenson responded for the Gravel Trunk.

Hon. John Carling also responded. The toast of the railway interests of the country was a most important one; but it was difficult to make a speech after the eloquent addresses of the Premier, and the leader of the Opposition, and the members of the bar. If they wanted railways, the municipalities interested should come forward, and the Legislature had resolved that they should be assisted. He thought that in five or six years every county in the Province would have its railway. The name of the Great Western Railroad had been referred to, and he regretted that the very excellent Superintendent of the road, Mr. Muir, was not present to respond. That Company had the interests of the country at heart, and its road would compare favourably with any of its American connections. (Cheers.)

Mr. C. W. Moberly responded on behalf of the Northern Railway, congratulating the Directors of the Toronto, Grey and Bruce Railway on the success that had attended their enterprise.

Ald. Dickey proposed the next toast, in doing which he said that without the aid of the municipalities through which the Narrow Gauge Railway passed, the citizens of Toronto would have had great difficulty in constructing them. He proposed prosperity to the municipalities through which the Toronto, Grey and Bruce Railway passed and to their representatives. (Applause.) Mr. Dickey made a lengthy reference to the Railway Aid Fund, and spoke of the assistance it was likely to be to railway enterprises.

Mr. David Thompson briefly proposed success to the narrow gauge roads, a toast which was received with great enthusiasm.

The Chairman responded in a few effective remarks tracing the building of the T. G. & B. Railway, and referring to the assistance that had been given to the road by the various municipalities. Every promise that had been made by the Company except that relative to time had been fulfilled. He hoped by this time next year they would be able to celebrate in the prosperous town of Owen Sound the completion of the road to Lake Huron. (Cheers.) He would take this opportunity of stating that the whole bonded debt of this road, on its completion from Mount Forest to Toronto, would not be over \$7,000 per mile, and he believed that whole system to Owen Sound would be completed for a bonded debt of not over that amount. This light proportion of debt on the road would enable them to carry freight at far cheaper rates than roads on which the bonded debt was much heavier. The Chairman concluded his remarks by referring to the exertions of Mr. George Laidlaw in promoting the interests of the road, and regretting his unavoidable absence.

The band then played "Owl" gave the Queen, and the proceedings terminated.

The Toronto train left for the city about half past five. They were accompanied to the station by the band and as well by a large number of those going west. Our own train started for Arthur at eight o'clock, making the homeward run in about two hours. The trip on the whole was a very pleasant one; we did not hear a remark except in the way of commendation of the line the whole day; in fact every one seemed impressed with the plan that the Narrow Gauge system is just suited to the wants of the country.

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HOPELESS FOR THE FORT McCLACHLAN LITERATURE IN CANADA has not hitherto been a paying profession. The poets in that department, like the owners of the forest, have had all the hard work, and have reaped but little of the fruits of their labor, yet amidst every discouragement, Canada has produced some men of genius of whom she is justly proud, whose works have given her a standing in the literary world, the high merit of which has been acknowledged by some of the first writers and historians in Europe and America. Among such men, Mr. McLaughlin stands conspicuous. But owing to the poverty of the country, he has never reaped any benefit from his works, and has been for many years struggling manfully with difficulties which would have beaten most men. His adopted country has cheerfully acknowledged his genius, but has forgotten to reward him in a more tangible shape. A number of gentlemen of standing and position all over the Dominion have therefore resolved to set on foot a national subscription for the purpose of purchasing him a homestead. We are sure the lovers of literature all over the country will cheerfully respond to the call.

SIXTY-FIVE FRAUDS IN NEW YORK.
The most gigantic frauds of modern times have been perpetrated by the four rulers of New York, Messrs. Hall, Tweed, Conolly, and Sweeney, who, in the short period of three years, have swindled the city out of upwards of \$20,000,000! There is no doubt as to their guilt; a committee, composed of respectable citizens, and including the supervisors and aldermen of the city, after a thorough and complete investigation of the accounts having proved beyond all cavil that the city has been swindled by its rulers out of \$20,749,664.26! After this damning disclosure, it would be supposed that Hall, Tweed, Conolly, and Sweeney would resign, but all with the exception of Conolly, cling to office, and seem determined to defy public sentiment. Such conduct and effrontery have no parallel in municipal government, and it will be some time before New York can rid itself of the odium attached to it in consequence. The citizens have caused proceedings to be instituted against them, and Tweed has already been arrested, but released on bail to appear when wanted, and steps have been taken to have his partners in guilt also arrested.

TORONTO, GREY & BRUCE RAILWAY.
THE CELEBRATION of the formal opening of the Toronto, Grey & Bruce Railway, which took place on Friday last, marks an epoch in the history of Orangeville. The days of muddy roads and inconvenient staging over the bleak mountains of Caledon receded into the irrevocable past, and a means of locomotion, in accordance with the progress of the age and the rapidly increasing requirements of this country, was introduced among us. Whatever may be the merits of the Narrow Gauge principle, about which engineers have so obstinately contended, none can deny to its promoters the praise justly due to its splendid abilities and indomitable perseverance. The men who have, in the short space of two years, opened up for traffic more than seventy miles of railroad through a country beset with engineering difficulties, are deserving of more than a passing amount of praise. The promoter of the enterprise, Mr. Laidlaw, the President, Mr. Gordon, and the able staff of Directors associated with them, have successfully encountered and overcome an opposition both bitter and unprincipled. The battle of the gauges was skillfully

already attending it must have eventually dispersed them, and shown to the country what a great work can be performed by a few able, honest and persevering men.

TORONTO, GREY & BRUCE RAILWAY.

FORMAL OPENING CELEBRATION.

SPEECHES BY MESSRS. MACDONALD, BLAKE, CAMERON, AND OTHERS.

The formal opening of the Toronto, Grey and Bruce Railway took place at Orangeville on Friday, and was in every respect a grand success. The town was gallantly decorated with triumphal arches and streamers bearing various appropriate mottoes, among which were, "Good-by, old stage coach, good-by," "Look out for the train," "Welcome the iron steed," &c., and the Town Hall was beautifully adorned with evergreens, flags, and drapery, and the walls studded with mottoes, and the names of the chief promoters of the railway.

About noon special trains arrived at the station from Toronto and Arthur, and the invited guests, who numbered about 600, disembarked amid the cheers and congratulations of the large assemblage met to receive them. The company, headed by the band of the Queen's Own, then proceeded to the Town Hall, where an excellent collation had been prepared for them. Four tables had been placed lengthwise in the Hall, and one across, and in addition which had been ordered for the occasion, were five more tables. The repast was got up by Mr. Webb, of Toronto, and was really creditable to him.

Mr. J. GORDON, President of the Railway Company, occupied the chair, being supported on the right by Hon. J. S. Macdonald, and Judges Galt and Duggan; and on the left by Mr. E. Blake, M.P., Hon. J. H. Cameron, and Hon. J. Carling. The vice chairs were occupied by the Hon. J. McMurriel, Capt. W. F. McMaster, Mr. W. Ramsay, Mr. J. Morrison, Ald. Dickey, and Ald. McDevlin.

Among the guests assembled we noticed the following gentlemen:—A. Crooks, M.P.P.; A. W. Lauder, M.P.P.; G. McManus, M.P.P.; T. Patton, M.P.P.; G. Perry, M.P.P.; C. Clarke, M.P.P.; and Messrs. A. R. McMaster, J. E. Smith, W. H. Howland, K. Chisholm, J. G. Worts, J. A. Donaldson, F. C. Capreol, W. Barber, Georgetown; J. Laidlaw, J. Anderson, E. Wragge, Manager T. G. & B. Railway; W. S. Taylor, Secretary T. G. & B. Railway; C. Spratt, Assistant Chief Engineer T. G. & B. Railway; W. H. Beatty, Solicitor T. G. & B. Railway; C. Moberly, N. Railway; P. S. Stephenson, G. T. Railway; Major Fyfe, Deputy Minister of Militia; Lieut. Col. Gillmore, I. Harris, Reeve of Caledon, D. Saunders, Reeve of Lethbr, C. Gillespie, Reeve of Amaranth; C. Graham, Reeve of Mulmur, and the leading men of the Municipality on the line of the railway. The Press was represented by reporters from the Globe, Leader, Telegraph, Express, Mercury, News Record, Standard, Sun, and Advertiser.

After full justice had been done to the substantial, the President called the assembly to order, and in a few appropriate remarks gave the usual loyal and patriotic toasts, all of which were duly honored.

The toast of "The Parliament of the Dominion and the Legislature of Ontario" was then proposed by the President.

THE HON. J. H. CAMERON, being

already attending it must have eventually dispersed them, and shown to the country what a great work can be performed by a few able, honest and persevering men.

Mr. E. BLAKE, on rising to respond to the toast, was received with rounds of applause. He was glad to notice the cordial manner in which the toast had been received; as it would be an evil day, for a self-governed people, when the toast of itself exultation was received otherwise than with hearty applause. As he represented a county toward which the railway, whose opening they were met to celebrate, was stretching out its arms, it afforded him peculiar pleasure to respond to the toast. His county was being won by more than one railway as a sailor, but it had not yet been favored by an engagement with any. He was anxious to see railway enterprises prospering throughout the land, for upon their success in a great measure depended the social and material prosperity of the country. Such undertakings always encountered great opposition; even in the first Legislature of Ontario, Narrow Gauge Railways were called a delusion, and those interested in other projects endeavored to show that the country would suffer if capitalists were permitted to build roads three feet six inches wide instead of five feet six inches. Personally he had no great faith in narrow gauge roads, but what faith he had in it was not diminished, when he observed that all the objections to them were raised by parties interested in rival enterprises. (Cheers.) It was a close struggle between the friends and opponents of the narrow gauge; but he supported the former, and he was glad they were successful. The promoters of the undertaking had great difficulties to surmount, and he rejoiced that he could now congratulate them on the triumphant result of their unwearied exertions. He hoped they would find the same spirit of enterprise—not rash enterprise—but enterprise accompanied with caution and forethought—exhibited throughout the whole of this wide Dominion. He trusted that future undertakings would be conducted with equally careful and vigilant inspection, no attempt at speculation, at dishonesty or impropriety of conduct on the part of those who held the purse strings, having ever been charged against them. (Cheers.) The Attorney-General referred to conditions in politics, but he would defer discussion on that point for the present; but at the proper time, he would fight the question with his friend as he had fought it before, and he believed he should do so with a little better luck this time. Mr. Blake concluded his seat amid loud cheers.

CAPT. McMASTER then proposed "The Bench and Bar." JUDGE GALT and MR. ADAM CROOKS responded. MR. J. G. WORTS gave "The Railway Interests of Canada," and in doing so he related his experiences of a journey from Montreal to Toronto about forty years ago. MESSRS. F. C. CAPREOL and P. S. STEVENSON responded. HON. JOHN CARLING thought the toast so important a one that he could not allow it to pass without saying a few words. He knew of no country in the world that was prospering at a greater rate than the Dominion of Canada. The opening up of Canada's different channels of commerce was a thing as a people should be proud of. MR. MOBERLY also said a few words, wishing the narrow gauge roads every success. ALD. DICKEY in a few remarks pro-

posed a by-law for \$15,000, the magnificent township of Dulrose had contributed \$35,000, although it had pledged its credit to the rival scheme, and others had come forward in the same handsome manner. Until the line is completed to Owen Sound, therefore, I shall not consider my task has been performed. I think I see my way clear to do it, as we have heard from the head of the Government that we may rely on them. As I may not for some time have the opportunity of addressing so large an audience, I think it would be well for me to say a word to this magnificent meeting with reference to the financial prospects of our line. The whole of the bonded debt will not be more than \$7,000 a mile, and I mention this that capitalists and farmers, and those who have money to invest, may know that they cannot have a better investment. Reference has been made to disposing of these bonds in London, England, and I feel proud to say that they were the very first bonds of this description sold in the London market without any special agency there whatever. You can assure for yourselves and judge whether or not this is not a cheap road. I may be considered tedious, but I thought it my duty at this meeting just to touch on these subjects, as the whole enterprise has been upon and above board from the beginning. (Cheers.) I may say without fear of contradiction, that I do not consider there is a better security than the bonds of this road. I am sure you will join with me in exclaiming very much, that our gentleman, who has taken such active interest in the Narrow Gauge system, could not be with us to-day, I mean Geo. Laidlaw, Esq., (great cheering,) for to him must be given the credit of all that had been done, even before I had any active connection with the line. He has sent me a telegram, that he is engaged in the County of Haldimand, and it is impossible for him to be with us. The purport of the message is to wish us a happy meeting. After all that we may say about the bonuses, I doubt very much whether, except for a man like George Laidlaw we should have been here to-day. After a few more remarks, Mr. Gordon sat down amid hearty cheering.

The band of the "Queen's Own" then played the National Anthem, and the proceedings terminated; the visitors from Toronto, Arthur, and Mount Forest, who did not wish to remain for the ball, returned to the station, where special trains were waiting to convey them to their homes.

A grand Ball was given in the Town Hall in the evening by the inhabitants of Orangeville, in honor of their guests. It was a very brilliant affair, and was attended by a highly fashionable and elegantly dressed assemblage of about 300 persons. Dancing, which commenced at 10 o'clock to the music of the full band of the "Queen's Own," was kept up till 4 o'clock in the morning, when the company separated.

The proceedings throughout were of the most agreeable character, and the celebration will long be remembered with pleasure and satisfaction by all who attended it.

Orangeville and Vicinity

THE ANNIVERSARY in connection with the Canada Presbyterian Sabbath School will be held on Christmas, the 26th of December.

THE SALE of building lots in Ketchum's Addition on Saturday, realized \$3,500. Forty-four lots were sold, averaging in price from \$155 to \$70 per lot.

ANN MULLIN, of Alton, was brought before Mr. Justice Russell, of Caledon,

THE TORONTO, GREY AND BRUCE RAILWAY.—The Western branch of this railway is rapidly approaching completion. The Confederates say that the rails are laid a considerable distance west of Arthur, and that the "iron horse" will, in all probability, reach Mount Forest on the 15th of November.

A NOVEL OFFER.—The Sons of Temperance of the village of Bolton advertise that having about \$120 in their Treasurer's hands, they are willing to devote it to the building of new sidewalks in that village, and will therefore give one dollar to every two subscribed by the other inhabitants.

CHURCH OPENING.—The new M. E. Church, 3rd Line East, Chippewas, was opened for divine service on Sunday last. Eloquent and powerful sermons were preached by the Rev. T. O. Brown, of Georgetown; John Shaw, of Brampton; and A. Hunt, of King.—Collections amounting to \$30 were taken up during the day. On Monday evening a very successful tea meeting was held in the church.

MR. A. PAPST has fitted up a Billiard Parlor in the Brick Block opposite the Paisley House, on Broadway, and furnished it with first class billiard tables. Played in accordance with the rules adopted by Mr. Papst, the game of billiards is a harmless amusement; and as it affords abundant entertainment, with mental and physical exercise to those who engage in it, we have no doubt it will become as popular here as it is elsewhere.

THE AMERICAN ODD FELLOW for November is a most attractive and valuable issue of this popular magazine. In its varied contents we notice several good stories and sketches; illustrated articles on the Great Morass of North America and Newport; Letters from under a Limpont; an Odd Fellow Abroad; Leaves from a Rover's Life-log; Scientific and Curious Facts; Humors of the Day; Ladies' Ohio; interesting miscellany; correspondence from all quarters, &c. Published by the A.O.F. Association, No. 95 Nassau St., New York; \$2.50 a year.

MR. S. DONNER has found it necessary to open another shop on Broadway, (east of Gilchrist & Kent's store), in order to meet the requirements of his increasing business. He has stocked it with the largest stock of cook, parlor, and box stoves, and iron, tin, and copper ware, ever brought to Orangeville. We are glad to notice this evidence of business prosperity, because it is the result of fair, honorable dealing with the public.

MR. CRAIG'S PIGS at St. Louis.—We are pleased to learn that Mr. J. R. Craig met with the same success at St. Louis Fair a few days ago as at Chicago Fair in September last. Out of the \$950 that was set apart for prize money for hogs, he carried off \$770. He also took the 1st prize of \$35 for the best pen of hogs. Mr. Craig may well feel proud of his success, considering that there were 6,000 hogs on the ground to compete with. Mr. Craig has brought back with him eleven imported sows and one imported boar, that have taken in Cash Premiums at the Chicago and St. Louis Fairs, one thousand eight hundred and ninety dollars; so that if there is no great improvement in the breed of hogs in Ontario, it will not be Mr. Craig's fault.

SABBATH SCHOOL ANNIVERSARY.—The Anniversary of the Sabbath School

proceedings to be instituted against them, and Tweed has already been arrested, but released on bail to appear when wanted, and steps have been taken to have his partners in guilt also arrested.

TORONTO, GREY & BRUCE RAILWAY.

THE CELEBRATION of the formal opening of the Toronto, Grey & Bruce Railway, which took place on Friday last, marks an epoch in the history of Orangeville. The days of muddy roads and inconvenient staging over the bleak mountains of Caledon receded into the irretrievable past, and a means of locomotion in accordance with the progress of the age and the rapidly increasing requirements of this country, was introduced among us. Whatever may be the merits of the Narrow Gauge principle, about which engineers have so obstinately contended, none can deny to its promoters the praise justly due to splendid abilities and indomitable perseverance. The men who have, in the short space of two years, opened up for traffic more than a century miles of railroad through a country beset with engineering difficulties, are deserving of more than a passing amount of praise. The promoter of the enterprise, Mr. Laidlaw, the President, Mr. Gordon, and the able staff of Directors associated with them, have successfully encountered and overcome an opposition both bitter and unprincipled. The battle of the gauges was skillfully conducted; an impartial onlooker could hardly have said to which side victory would finally incline. The broad gauge men opposed the innovation as though their very existence depended upon its defeat; and even now it at the principle has been successfully vindicated and proved by actual experience, many persons affect to doubt of its ultimate benefits and success.

The demonstration of last Friday must have been peculiarly gratifying to the narrow gaugers. The six hundred guests who responded to their invitation represented the intellect, the enterprise, and the progress of Ontario; and we are guilty of no exaggeration in saying, that at no similar celebration in this Province was such an assemblage heretofore congregated together. The metropolis of the chief province of the Dominion lent its wealth, talent, and respectability to grace the occasion. The solid business men, as well as the mercurial princes of Toronto, were there in full force. From the Province had come representatives of its legislature bench and bar. The Premier of Ontario—the redoubtable John Sandfield Macdonald—and the leader of the Opposition—the great gun of the Toronto Globe—Mr. Blake, met on a neutral platform to do honor to the occasion, and it is surely a happy omen for the narrow gauge that its flowing champagne had so potent an effect in mollifying the tempers of such “incomparables.”

The opening of this road is of more than local interest for its progress has been eagerly watched by anxious observers from all parts of the Dominion. Its success, of which we have no doubt, will determine the future gauge of Canada, and bring the advantages of railroads to places which otherwise could never have hoped to obtain them.

To the Province of Ontario no more important event than the Orangeville celebration has, in a railroad point of view, occurred. The success of the narrow gauge principle has been actually demonstrated to those who will not be slow to make use of the lessons they have learned, and ere long we expect to see the development of a material progress throughout the whole country, which the most sanguine anticipators could hardly have imagined.

The Orangeville demonstration was a magnificent success, and we are confident that the Directors of the Toronto, Grey & Bruce Railway will, from it, take fresh courage to push the road through the Counties of Bruce and Grey, to its legitimate and natural terminus on the Lakes, as at first proposed; and whatever doubts may have at first surrounded the undertaking, the success

of the following gentlemen—A. G. Bruce, M.P.P.; A. W. Laidlaw, M.P.P.; G. McManus, M.P.P.; T. Patton, M.P.P.; G. Perry, M.P.P.; C. Clarke, M.P.P.; and Messrs. A. R. McMaster, J. E. Smith, W. H. Howland, K. Chisholm, J. G. Worts, J. A. Donaldson, F. C. Capreol, W. Barber, Georgetown, J. Laidlaw, J. Anderson, E. Wragge, Manager T. G. & B. Railway; W. S. Taylor, Secretary T. G. & B. Railway; C. Spradell, Assistant Chief Engineer T. G. & B. Railway; W. H. Beatty, Solicitor T. G. & B. Railway; O. Moberly, N. Railway; P. S. Stephenson, G. T. Railway; Major Fuley, Deputy Minister of Militia; Lieut. Col. Gillmore, J. Harris, Reeve of Caledon, D. Saunders, Reeve of Luther, C. Gillespie, Reeve of Amaranth; C. Graham, Reeve of Mulmur, and the leading men of the Municipality on the line of the railway. The Press was represented by reporters from the *Globe*, *Leader*, *Telegraph*, *Express*, *Mercury*, *News-Record*, *Standard*, *Sun*, and *Advertiser*.

After full justice had been done to the substantial, the President called the assemblage to order, and in a few appropriate remarks gave the usual loyal and patriotic toasts, all of which were duly honored.

The toast of “The Parliament of the Dominion and the Legislature of Ontario” was then proposed by the President.

THE HON. J. H. CAMERON being called upon, in a few appropriate remarks, expressed his desire to allow the Local Legislature to take precedence as the enterprise, the completion of which they were celebrating, was purely local in character.

THE HON. J. S. MACDONALD then rose, and was received with an ovation of enthusiasm. He thanked Mr. Cameron for the compliment to Ontario, in allowing her the precedence on the present occasion. The gathering of to-day was no doubt due to the proceedings of the first session of the Ontario Parliament, when and where narrow gauge roads received the impetus which has carried them along to their present lodges in the pyramid of success; and every member of that legislature might well be proud of the enterprise and energy which had crowned the success so inaugurated. These who recollected the struggle made by the pioneer of these narrow gauge roads in overcoming the many difficulties and obstacles which stood in their way, must acknowledge that the victory, as in great part realized by the celebration of to-day, was worthy of all praise, inasmuch as the difficulties overcome were of no ordinary magnitude. The Toronto, Grey & Bruce passed through a country of great richness, and if managed in the future with the same prudence as in the past, could not fail to be a most successful railway. During his long political career nothing had given him so much pleasure as his trip over the road, and this social gathering; and whatever faults might be laid to the charge of the Government of which he had the honor to be a member, and those gentlemen who supported them, he could confidently assert that the crime of opposing these narrow gauge enterprises could not be numbered amongst them. (Cheers.) He called to memory not more than thirty years ago, when a journey through Garafraxa and Caledon from Toronto was thought more of than a journey of the present day through to San Francisco. The credit of the Province had been made by such enterprises as this one. He remembered the time when Mr. John H. Dunn, the then Receiver-General, went to England, to obtain money on the credit of Upper Canada, and returned unable to receive a single dollar, but only recently Mr. Gordon had visited the same place with the credit of the Toronto, Grey & Bruce at his back, and money had flowed into his coffers in abundance. He was glad to say that the country was prosperous; that its credit was good. So far from being now in debt, Ontario had really a large surplus, so that the Government had now more trouble in expending than borrowing money. He thought that perhaps this might be called a coalition gathering, in

honesty or impropriety of conduct on the part of those who held the purse strings, having ever been charged against them. (Cheers.) The Attorney-General referred to coalitions in politics, but he would defer discussion on that point for the present; but at the proper time, he would fight the question with his friend as he had fought it before, and he believed he should do so with a little better luck this time. Mr. Blake resumed his seat amid loud cheers.

CAPT. McMASTER then proposed “The Bench and Bar.”

JUDGE GALT AND MR. ADAM CROOKS responded.

MR. J. G. WORTS gave “The Railway Interests of Canada,” and in doing so he related his experience of a journey from Montreal to Toronto about forty years ago.

MESSRS. F. C. CAPREOL AND P. S. STEVENSON responded.

HON. JOHN CARLTON thought the toast so important a one that he could not allow it to pass without saying a few words. He knew of no country in the world that was prospering at a greater rate than the Dominion of Canada. The opening up of Canada's different channels of commerce was a thing we as a people should be proud of.

MR. MOBERLY also said a few words wishing the narrow gauge roads every success.

ALD. DICKEY, in a few remarks proposed “Prosperity and success to the Municipalities through which the road had passed, and through which it is about to pass.”

MR. CHISHOLM, Reeve of Owen Sound; Mr. McCarthy, Reeve of Orangeville; Mr. Gibson, Deputy Reeve of Howick; Ald. Medcalf of Toronto; Mr. McConnell, Reeve of Minto; Mr. McKibbin, Reeve of Culross; Mr. Fisher, Reeve of Turaherry; Mr. McManus, M. P. P., Reeve of Mono, responded in brief but impressive speeches.

MR. DAVID THOMPSON gave “Success to the Narrow Gauge Roads.”

MR. JOHN GORDON responded. He said: It is now little more than two years since a similar festival, on a smaller scale, took place at Weston. I was told at that festival that we were building castles in the air, and I must confess we rather looked upon the thing as so many castles in the air, but when we remembered that the first act of the line was turned by the son of our beloved Queen, we resolved to put our shoulders to the wheel. I must here return heartfelt thanks to the great Municipalities; to Albion, that nobly responded to our call, and contributed \$45,000; to Caledon, which gave \$45,000; to Mono, whose Reeve spoke so eloquently just now, which gave \$45,000; to Orangeville, which gave \$15,000, and Amaranth—where I attended, the first meeting on behalf of the Toronto, Grey & Bruce Railway— which gave \$35,000. All these bounties were placed in the hands of trustees at once, without any guarantee except the honor of the men who had the interest of the cause at heart; and, although there was great responsibility attached to the handling of so much money, yet I think that, so far as the Directors have been concerned, every pledge they gave has been carried out—except that of time. From unexpected difficulties, caused by the price of labor advancing 25 per cent., iron and everything else going up, and it being difficult to get men to do the work, we are, I fear, not so far forward as we ought to be. The Board of Directors was determined to carry out the line as originally projected, and was determined, if they could not get to the Lakes in one way, they would in some other. The greater portion of the line is already graded, and a large portion ready for grading, and I hope by this time next year we may have another such celebration as this. Speaking for my Co-Directors I may say that we have great pleasure in meeting you and saying that we are determined to carry out scheme into the County of Bruce. (Cheers.) The splendid township of Minto had submit-

ted the ball, returned to the station, where special trains were waiting to convey them to their homes.

A grand Ball was given in the Town Hall in the evening by the inhabitants of Orangeville, in honor of their guests. It was a very brilliant affair, and was attended by a highly fashionable and elegantly dressed assemblage of about 300 persons. Dancing, which commenced at 10 o'clock to the music of the full band of the “Queen's Own,” was kept up till 4 o'clock in the morning, when the company separated.

The proceedings throughout were of the most agreeable character, and the celebration will long be remembered with pleasure and satisfaction by all who attended it.

Orangeville and Vicinity

THE ANNIVERSARY in connection with the Canada Presbyterian Sabbath School will be held on Christmas, the 25th of December.

THE SALE of building lots in Ketchum's Addition on Saturday, realized \$3,500. Forty-four lots were sold, averaging in price from \$155 to \$70 per lot.

ANN MULLIN, of Alton, was brought before Mr. Justice Russell, of Caledon, one day last week, and charged with stealing several jars of preserves from Mr. A. McGregor. She was committed to jail to await her trial for the theft.

BATTALION CUP—Col. Clarke, has offered a silver cup for competition to the non-commissioned officers and men of the 38th Wellington Battalion at Rifles. Each Company is to fire separately, after which the returns will be sent in and the best shot picked out.

THOSE of our local readers who may require the counsel and aid of a skillful physician, will be glad to learn that Dr. Bigger has commenced the practice of his profession in Orangeville. His office is on Broadway, opposite the “Queen's.”

A SOCIAL in aid of the W. M. Building Fund will be given on Friday evening by Mrs. T. Jackson, in the New Hall, Jackson's Block, corner of Mill Street and Broadway. Refreshments will be served at 7 o'clock. All are cordially invited to attend.

AN ILLICIT DISTILLERY was seized by Mr. Romaine, Inland Revenue Inspector, in a swamp on the farm of Mr. C. Green, in the Township of Arthur, on Thursday. The proprietors of the establishment are not all known, but the names of the principal owners are Fraser and Phillips.

A PROPOSITION to extend a branch of the Credit Valley Railway through the township of Erin to the village of Fergus, is receiving the approval of the “Municipalities interested.” Erin and Fergus are seriously considering the propriety of granting bonuses to the undertaking.

MR. T. C. McMURRAY has just received a large stock of watches, clock jewelry, &c., at his shop, on Broadway, to which we would invite attention. Mr. McMurray's reputation renders unnecessary for us to say more in praise of himself or the goods.

By an advertisement in this number of *The Sun*, it will be seen that Messrs. Eastman & Kearns have commenced business as general merchants, with large and varied stock of dry goods, ready-made clothing, groceries, boots and shoes, &c., in the Jackson Block, corner of Mill St. and Broadway. Those who want first-class goods at low price should give this firm a call.