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McConnell's untiring exertions the so- cietv owns much for the high position it has attained. The statement of the Treasurer, as read at the annual meeting, shows the society to be in an excellent financial position.

Ainleyville.

NOTICE.—Mr. C. R. Coonan will act as business agent for the Exposition in Ainleyville and vicinity. Parties requiring Job Printing or Advertising can be attended to by calling upon Mr. Coonan. He is also authorized to collect subscribers for the Exposition.

SKELLING OUT IN EARNEST.—Messrs. Wright & Ross being determined to clear off the balances of their stock at once have resolved to commence an auction

last two concerts speaks well for their proficiency, and we have no doubt they will secure a bumper house at Harriston.

SURVEY.—The Toronto, Grey and Bruce Surveyors are busily engaged surveying the route of the proposed railway. They passed through Wroxeter last week, and are, we understand, pushing on the survey towards Tedawater.

MANITOWA.—Mr. John Robinson, jr., late of Wroxeter, writing from Manitoba says that although they have had some very severe weather this winter, the cold, generally speaking, is not much more severe than in Ontario, and the weather, as a whole, is just as endurable.

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RAILWAY DEBENTURES.—Mr. Messrs. late Reeve of Turnberry, passed through here on Wednesday en route to Toronto with the Railway Debentures of the Township to deposit them in the hands of the Provincial Treasurer. Mr. Kelly, the late Reeve of Morris, also went to Toronto on the same day for a like purpose. We understand that the Debentures for Grey are also ready and will be deposited the same as the others in a few days. Thus the municipalities have faithfully performed their part of the agreement.

Wroxeter.

Mr. George Eyvel is our authorized agent in this place. All orders left with him for subscriptions, Job Printing or advertising, will be promptly attended to. Mr. Eyvel is also empowered to collect accounts and grant receipts for money due the Exposition.

LITERARY ASSOCIATION.—At the annual meeting of the Wroxeter Literary Association, the following officers were elected for the current year:

President, J. E. Dodd.
1st Vice-President, N. Allen.
2nd Vice-President, Geo. Gibson.
Secretary, William Lawrie.
Treasurer, T. B. Sanders.

Committee of management: Thos. Gilson, M.P.P., A. L. Gibson, Geo. Eyvel, John Inglis and John Moran. The Society contemplates making further additions to their now choice and valuable library.

RELIGIOUS.—Special services are being held in the Presbyterian Church this week. Services commence at 7 p.m. each evening.

ACCIDENTS.—Mr. Geo. Gibson, while working a small circular saw, had his little finger nearly severed from the hand.

—A little boy aged about five years, son of Mr. John McLaughlin, hotel keeper, Wroxeter, was kicked in the face by a horse last Monday. The cork of the shoe cut his face pretty severely, but the wounds are not so deep as was

TO CORRESPONDENTS.—We have received a communication in reply to that which last week appeared over the signature of "Albion," but the writer has neglected to comply with the general rule which requires correspondents to furnish their real names, not for publication, but as a guarantee of good faith. If the writer will furnish us with his correct name we shall publish his letter next week, with slight modification.

East Wawanosh.

TO FARMERS.—Mr. Richard Hingston, of Morris, has purchased the Saw Mill formerly owned by Mr. Robert Moore, on lot 35, 5th concession of East Wawanosh. The mill will in a short time be put in thorough working order, and will be kept constantly running. Farmers who have logs or parties who want lumber should call at Mr. Hingston's mill.

McKillop.

FAST THRESHING.—James Brooks threshed, last week, on the farm of Michael Holland, Seventh Concession, McKillop, 150 bushels of oats in 35 minutes.

Turnberry.

RAILWAY.—The township council of Turnberry held a session yesterday, (Monday,) and they refused to ratify the by-law granting a sectional bonus to the Toronto, Grey and Bruce Railway. The council had sanctioned the by-law at a previous session, but having been done too soon, it was illegal, and a special meeting was called yesterday, with the above result. Mr. Messer, ex-Reeve, was in favor of the ratification, but was over-ruled by a majority of the council. Some seem to think this will necessitate another vote; others say the council can be compelled to ratify the by-law.

Hay.

FAST THRESHING.—A few weeks ago Mr. John F. Rickbell, of the Township

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from the defendant, was not as repre-
ed, it having a ring bone on one hind
foot. No evidence was brought to show
that defendant was aware of that fact.
Court reserved judgement.

**Toronto, Grey & Bruce Railway
Extension.**

Kincardine, Jan. 12.—A deputation
from the T. G. & B. R. Company, con-
sisting of Messrs. John Gordon, W. F.
McMaster, and W. N. Beatty, arrived
here yesterday. They were invited by
the Kincardine Railway Committee, for
the purpose of expressing their views
relative to building the narrow gauge
line to this point.

A public meeting was held in the
evening when the town hall was crowded
to excess. Some of the leading men
from all sections of South Bruce were
present. The Hon. Mr. Listowel, Mr.
D. B. Hay, represented the W. G. &
B. Company, as Col. McGivern and
Mr. Adam Brown, from indisposition,
could not be present. The deputation
from Toronto were most enthusiastically
received. A motion was passed, with
but five dissenting votes, to submit a
by-law, granting a sectional county bonus
of \$150,000 for the extension of the
narrow gauge line to Kincardine.

A meeting was held of the Reeves and
Deputy-Reeves of Carleton, Huron and
Kincardine Township, the Reeve of
Kinloss Township and the Reeve of
Kincardine village, at which it was
proposed, on the representation of Mr.
John Gordon, as President of the Toronto
line, to submit a by-law for \$160,000,
Kincardine village to assume \$16,000
of this amount, and the balance to be
assessed proportionately according to
the equalized assessment by the township
of Carleton, Kincardine and
Huron, the previous bonus granted by
Carleton to lapse, and Kinloss to be
indemnified for the fifteen thousand
dollars bonus granted to the Wellington
line. This majority were quite favorable
to this, and a petition will in all probab-
ility be submitted to the County Council
to carry it into effect.

SOIREE.—The soiree in Zion Chapel,
Egremont, last Friday, was a very pleas-
ant affair. We have not learned the
amount of proceeds, but they will foot
up pretty well.

NEW YORK BUSINESS.—We have
received the first number of the weekly
edition of the New York Witness. It
has eight pages and contains about forty
columns, closely printed of the best
reading matter, besides advertisements.

CONCERT IN HARRISTON.—The mem-
bers of the brass band, here, intend hold-
ing a concert of vocal and instrumental
music, in the village of Harriston, on
Tuesday evening next, the 25th inst.
The Committee intend to excel all their
former efforts to please. Tickets 25
cents each.

BAPTIST HOME MISSION.—The annual
meeting in connection with the Ontario
Regular Baptist Home Missionary
Society, will be held in the Baptist
Chapel, here, on Monday evening next,
22nd inst. Addresses on missions will
be delivered by Revs. McMillan,
Deputy, Carson, Caldwell and others.
Chair to be taken at 7 o'clock. Collec-
tion at close.

SOCIAL TEA-MEETING.—A tea-meeting
will be held in the New Connexion
Chapel, base line Egremont, near Hosi-
stein, on Friday evening, the 26th inst.
Addresses will be delivered by Revs.
J. M. Jeffries, of Durham; H. Cromley,
of Holstein; J. G. Calder and H. F.
Deputy, of Mount Forest; J. A. Andrew
and others. A choir from this village
will be in attendance. Tickets 25 cents.
Proceeds to be applied in liquidating
debt on parsonage.

NORMANBY AGRICULTURAL SOCIETY.
—This Society held its annual meeting,
at Widmeyer's Hotel, Arton village, on
Friday last. The following officers were
elected:—President, J. Robertson;
Vice-President, A. S. McElwaine;
Secretary, G. Sheen; Treasurer, W. H.
Ryan; Directors, J. King, J. B. Ashley,
Doignon, M. Lynch, W. Longbeach,
J. Robinson, H. Bell and E. Strick.
The accounts were audited, and found
correct. Balance on hand, including
members fees \$80.

DIRECTOR MEETING.—The annual

Signed, on behalf of the Congregation,
Mrs. Riddick,
Mrs. Barr. Oan.
Mount Forest, January 4th, 1872.

**Examination of Teachers for the
County of Grey.**

The following is the list of Certificates
granted at the recent meeting of the
Board of Examiners for this county:—

SECOND CLASS.
A. of 2. John W. Cooley, do. Thomas
Fraser. B. of 2. Isabella Wilson, do.
Jas. Cumming, do. Robert E. Moore.

THIRD CLASS.
Margaret Beith, Jane Black, Annie
Brown, Mary Crooks, Sarah Hare,
Martha Jellies, Mary McNabb, Mary E.
Maitland, Alice C. Mulhall, Annie Mc-
Arthur, Euphemia McDonald, Johanna
McKay, Margaret McKenzie, Mrs.
Frances Ridley, Charlotte E. Spencer,
Ella Swinburn, Agnes Taylor, Margaret
M. Thomson, Friscilla Wallace.

Thomas Allyn, Robert Bell, John W.
Crosby, James Duff, J. B. Gallaway,
F. G. Gardiner, Robinson Gardiner, D.
Giles, Robert Gilray, David Grier, Chas.
Hall, Jonathan Hamilton, Thomas W.
Hart, Geo. Henderson, Thomas Hend-
son, William R. Hiltz, Arthur H. A.
Jenkins, Robert R. Maitland, Robert
Mooney, Chas. McCarthy, Donald Mc-
Donald, John McDonald, P. McLean,
John Polley, William Quinn, Gavin
Shaw, Alex. Skene, Thos. Walsley,
James Ward.

Token of Esteem.

On Tuesday evening last, the resi-
dence of Mr. James Murdoch, Egre-
mont, was entered by a party of young
folk, and after quiet was restored and a
sumptuous repast spread, Mr. Murdoch
was presented with a very handsomely
bound copy of the Scriptures, as a token
of esteem and a mark of gratitude on the
part of the congregation, worshipping in
the Free Church (Fairbairn's Station) for
that gentlemen's services as precursor for
a number of years. Addresses were
delivered by Mr. Robert Fairbairn and
James Paul. A very pleasant evening
was spent.

Toronto, Grey & Bruce Railway.

TRAFFIC RETURNS.

The following figures give the amount
of passengers and freight traffic on this
line for the three last months of the
year. It must be remembered that the
line was only open to Orangeville until
nearly the close of the term:—

Amount of passenger traffic earn-
ings..... \$3,133 13
(Number of passengers carried,
11,334)
Amount of freight traffic earnings, 13,037 53
\$21,171 01

DESCRIPTION OF FREIGHT.

| | |
|--------------------------|----------------|
| Wheat..... | 32,185 bushels |
| Oats..... | 147 " |
| Barley..... | 40,936 " |
| Lumber..... | 84,020 feet |
| Hardwood..... | 14,551 cords |
| Flour..... | 14,733 barrels |
| Salt..... | 843 " |
| Coal Oil..... | 192 " |
| Coal..... | 1,450 tons |
| Dressed Hogs..... | 241,760 lbs. |
| General merchandise..... | 3,008,763 lbs. |

COMMERCIAL AGENCY.—A new com-
mercial agency company has just com-
menced in Toronto, under the name and
style of Murray, Middlemiss & Co.
The enterprise is purely Canadian and
should therefore be largely patronized.

ACCIDENT.—The Harriston Train-
ing. On Wednesday, 3rd inst., Mr.
Atwood, of 5 con. Minto, had a team
standing at the door of Messrs. Robert-
son & Lowe's Storehouse, and was stand-
ing on the top of the load, holding the
lines. The cart came up and the whistle
of the locomotive started the horses, so
that they jumped and ran away. Mr.
Atwood was thrown down between the
horses heels and the runners of the
sleigh, dragging him about 10 yards
and inflicting severe injuries, throwing
his right knee out of joint and hurting
him seriously internally. Under the
care of Dr. Rutherford he is progressing
favorably.

FRAIGHTFUL ACCIDENT IN QUEBEC.
—From the Quebec Herald we learn that
on Saturday morning last a horrible
accident occurred at Bell's Organ Fac-
tory in that town. It appears that some

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will please to state salary and the names of their securities. Several money orders were issued on the Treasurer. The Council adjourned to the 5th of February in February then to meet at McAster's Tavern at the same hour.

To the Editor of the *Advertiser*.

A Trip to Toronto by the Narrow Gauge.

As all kinds of remarks are circulated about the Toronto, Grey, and Bruce Railway by its opponents, since trains have commenced to run to Mount Forest, it might be interesting to some of the readers of the *Advertiser* to know how far these stories should be credited, whether we give the result of our experience in a journey to Toronto by way of Mount Forest.

Having left Hogbin's Hotel, Chatham, on Thursday morning, 4th instant, by the stage we arrived at Mount Forest about one o'clock, p.m. After partaking of refreshments, we left Mount Forest by the afternoon train for Toronto, which is a distance of eighty-eight miles. Stopping at intermediate stations—fifteen in number.—We rode from Mount Forest to Orangeville in a small second class car, moving at the rate of twelve miles an hour. This part of the road is to be all valuated and is consequently, rather rough, the best part of it is that through the Luther Swamp, a distance of ten miles, as straight as an arrow and as smooth and level as a table. On our arrival at Orangeville, we changed train locomotive and all, and rode to Toronto in one of the light and most comfortable passenger cars, that enters the city, drawn by the locomotive: McMaster, moving at the rate of twenty miles an hour, and arrived at Union Station, Toronto, at 8.10, p.m., precisely the time specified on their time table, nearly an hour sooner than the evening train from Collingwood. We understand the through fare is the same as by the Northern at 1.50 from Owen Sound.

Yours Respectfully,
DONALD McDONALD.

Toronto, Jan. 15th 1872.

To the Editor of the *Advertiser*.

DEAR SIR.—You will confer a favour by affording space for a few words in relation to an article in the *Advertiser* of December

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The Sun

IT PRINTS FOR ALL.

All Extraneous are Error, and the Truth lies Between

Orangeville, Jan. 18, 1872

A DESPATCH from Fort Garry informs us that there is a general rush of miners to the new gold diggings up the country where miners are taking out \$2,000 a day. Old Californians assert that these diggings are superior to those in California.

THE GATINEAU.—There is an excellent and almost level route for the proposed railway from Ottawa to the Desert. Fifty miles up the Gatineau they are taking out railway ties for the United States. The Montreal Telegraph Co. is also building a line from Ottawa to the Desert.

TORONTO, GREY AND BRUCE RAILWAY.—The liberal support accorded the western branch of this railway in South Bruce renders its early extension to Lake Huron certain. The line has been located between Mount Forest and Wroxeter, and the survey will doubtless be continued to Kincardine.

THE LEGISLATURE of Manitoba was opened on Wednesday by Lieutenant Governor Archibald, who delivered a speech of considerable length. A year of general prosperity is said to have had

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| ak on | The Directors are prepared to receive | STAGES 1 |
| large | Tenders for the construction of the Bruce | OPENING |
| factory | Extension of their Railway in sections, viz: | 4.00 a.m. and |
| eking | —From Mount Forest to Hurontario and from | tion with 2. |
| anling | Hurontario to Gorrie and Wroxeter Station, | Stage leave |
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| | Station Buildings. | WALKER |
| strayed | Plans and Specifications will be opened for | for Durham |
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| "Injun | February, 1872; and Tenders addressed to | daily, for |
| t, and | the undersigned will be received up to 19th | 5.00 a.m. |
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THE NARROW GAUGE ROAD.

THERE can be no doubt that the new line has given a great impetus to the trade in all kinds of grain and provisions, and in fact we believe it has immensely benefited our commerce both in this town and the large section of surrounding country, which has been advancing in all the elements of material wealth and improvement, and which finds its nucleus and basket in Orangeville. We have at this moment no exact calculation at hand of the ratio of increase in commercial prosperity directly owing to this source, but we shall some day not very far in the future be able to lay before our readers some figures in support of the fact stated. Our streets are busy with the teams of the farmers, many of whom come from long distances with their produce, and the only difficulty is, that the storehouses are kept full, awaiting a supply of cars to carry away the grain to the east. Where formerly trundled, or rather tumbled and plunged, the heavy wheels of the time-honored stage-coach over the roads, now run fine stylish vehicles between our hotels and the depot, which are largely patronized by travelers, many of whom are strangers in this vicinity, and who, but for the railway, might not have visited our village.

But what is the surprise of the traveler—non-verdant as he may consider himself—who has hastened to the train with all speed, and secured his ticket, in order not to be behind, to find that he is several hours ahead, of the locomotive. Owing to the obstruction by snow-drifts and the engines getting off the track, there have been almost daily irregularities in the running of trains—in fact, it would be a constant task for the press to chronicle the mischances and mishaps of the "Monk," or "Gordon," in its endeavors to reach its Forest home. These difficulties are felt more particularly on that section of the road west of Orangeville, where the track is as yet not sufficiently well ballasted. The inconveniences, expense, and loss of time to passengers, as well as the delay in carrying the mails, is very severely felt, and of course greatly commented upon. With the advance of spring, however, if an extra push is shown by the Company, we may hope that these drawbacks will disappear, and with them the growls of the grumblers.

POLICY OF THE OPPOSITION.

WE believe that any party in power—whether Radical or Conservative—is always much the better of having a sensi-

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TORONTO, GRIFFIN & BRIDGEWAY.

NOTWITHSTANDING all that may be said by captious fault-finders, the narrow-gauge is working wonders. Of course, like everything new, it has its drawbacks, and will continue to have them until the completion of the road to Kincardine and Owen Sound, but with the progress made in the past as a criterion, we have ample ground for the hope that in the future still greater efforts will be made to meet the wants of the public, and fulfil all the promises made to the people of Orangeville when they voted so liberal a bonus to place themselves in direct communication with the leading grain and produce market of Ontario.

In looking over the reports of the Toronto City Council meeting, held last week, we were highly gratified to find that, as compared with preceding ones, the month of January was an undoubted success—the receipts for passenger and freight traffic coming up close to \$13,000; and, though unable at present to give the figures correctly, from all we can learn Orangeville stands well as a feeder of this traffic, having exported over 28,000 bush. of wheat, 1,200 bush. of barley, 75,000 lbs. of dressed hogs, about 12 tons of butter, 300 cords of wood, besides a very large amount of general produce. The merchandise coming into Orangeville shows unmistakably that, large as is the amount of grain brought into market, the sales of general goods are keeping pace with it. This of itself is a healthy sign. But if this was the case in January, from all appearances February will outstrip it, if other stations contribute as good a quota in proportion as Orangeville has done.

On Friday last, there was a good demonstration of the power of the "Mona" when she started from our station with twenty-one cars loaded with grain, and two with dressed hogs and general produce. On Monday morning, she arrived here with sixteen grain cars, and before one o'clock she steamed away with fifteen cars of grain, one car of general produce, and seven cars of cordwood. The passenger business, we believe, has been at the same time good, more than coming up to the expectations of the railway company.

Our contemporary would fain have us believe that he would prefer the stage down the Center Road to traveling on what he would like to make out the most unpunctual road in Canada, not even excepting the *Globe's* grand bugbear—the Bruggs smash-up line. Great authority is he on railway matters! Sagely as he asserted that the grading was not yet finished on the T. G. & B. line when the locomotive was whistling at our very door, still more sage and pithy is his condemnation of the management, and laudatory remarks as to the Hamilton and Hog Bay Railway. We confess our geography a little at fault as to the terminus of this last named road, and would really feel relieved by some light from the lamp of the railway news vendor. From Hamilton to Georgetown, thence to Orangeville, thence to Hog Bay—we want some information truly. What has stirred the bile of this spiteful man, who never goes out of his way to attack anything that does not come within reach of his Quixotic lance? Have the privileges of the press been denied him by the narrow minded directors? For ourselves, we are nowhere in the race; we have not yet dared to obtrude ourselves on the notice of the managers; we have been modest in the past and have hid our light under a bushel. Surely such a sordid motive cannot be attributed to our confrere—banish the thought. Are articles, as well as newspapers, manufactured in Hamilton, and does the newspaper, wholly or partly emanating from there, have to pipe the tune set by Mr. McGivern? It may be so. These are weighty questions, requiring weighty answers.

Broad-gauge or narrow gauge, no one can come into this village without notice.

laws, Gordons, McMurich and Waggas, not forgetting their co-laborers in the work, though not mentioned by name, and may suggest to their sturdy and determined efforts to supply the country with all the railway facilities that its trade and wants can possibly require.

ONTARIO PARLIAMENT.

ASSEMBLY dealing with a large number of private bills on Thursday, the Assembly took up the estimates, which were passed through committee. Considerable progress was also made on Friday in disposing of the formidable list of private bills, and the principal items in the estimates were sanctioned by the House. Mr. Ferguson opposed the grants to charitable institutions, but the opinion of the Assembly was unmistakably against him—a division on his amendment leaving him as its only supporter. A discussion next arose on the School Act, Mr. Wood, of South Victoria, arguing strongly against the enforced subscription to the superannuation fund for teachers. Hon. Mr. Blake appeared to agree that a change in the act was desirable.

Nearly the whole time of the Assembly on Monday was taken up with the consideration of bills to confer further incorporate powers on the Credit Valley and Great Southern Railway Companies. After a long and protracted debate, both bills were read a third time and passed; the Credit Valley bill on a division of 43 to 13. Some other private bills were then advanced a stage, and Mr. Mackenzie presented some papers relating to public accounts, with a communication from the Lieutenant-Governor on the supplementary estimates, which was referred to committee of supply.

On Tuesday, Hon. Mr. Crooks' bill for establishing lions in favor of mechanics and others was read a second time. Hon. Mr. Blake next moved the second reading of his bill respecting the fees of registrars, and in doing so stated that, while in smaller divisions the fees did not properly remunerate registrars, in large divisions they formed too great a remuneration. The remedy he proposed was a sliding scale applicable to those offices at which more than a stated sum was received, by which the surplus would be apportioned to the municipalities. Mr. Rykert's bill to prevent corrupt practices at municipal elections was so amended that it was deemed prudent to have the bill printed in its changed form before proceeding further with it, while Mr. Wood's bill to repeal certain portions of the Assessment Act was laid over till next session. The progress which the Assembly has made with the public business indicates the early prorogation of the House.

Orangeville and Vicinity.

SCARLET FEVER has caused several deaths in Orangeville and vicinity during the past week.

THE following are the officers elected for South Simcoe Co. L.O. Lodge, which met in Charlville on the 6th inst.: J. Hoey, C.M.; J. G. Sutherland, D.C.M.; Rev. J. Coney, C.C.; M. Colquhoun, C.S.; J. Cumberland, C.T.; W. R. Fenton, C.D.C.

A LARGE new barn and outhouses belonging to Mr. George Williamson, Arthur township, together with a span of horses, a lot of hay seed, grain wagon, sleigh, and agricultural implements, were totally consumed by fire on the 14th; no insurance.

A TEAM of horses belonging to Mr. John Peterson, of Mono, ran away on Broadway on Saturday morning last, and coming in contact with a sign board one of the horses reared backward, breaking its leg a little above the fetlock, and the pole of the sleigh entered its body at the

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weighty answers.

Broad-gauge or narrow-gauge, no one can come into this village without noticing the vast improvement effected since the railway commenced running, teams even coming from within a short distance of Owen Sound with grain, and returning with goods, while Dundalk, Flesher-ton, Cornabus, Rosemount, Mono, Gara-fraga, Amaranth, and other places all contribute to swell the wealth of our town. And surely if merchants were badly served or uncivilly treated, they would find other routes for their produce than by the narrow-gauge. The Northern Railway is not far away, even the Grand Trunk can be easily reached, and then there is the Wellington, Grey & Bruce.

Never during this winter, on the worst part of the narrow gauge, have more than two engines been required to clear the snow and ice obstructions, and it is certain the road cannot aspire to traffic stopped for a week at a time. Charleston may grumble about notes protested and the non-delivery of mails; but has not Walkerton and other places on the broad gauge any complaint to make? Stormy as the day may be, any of the merchants of Orangeville can step aboard the cars in the morning, ride to Toronto, do business there, and be back in time for tea. This is better than the stage. The management may require improvement, — more provision being made for a trade which was never anticipated. A leading business man declared the other day that more grain had been bought here in one week this winter than had been transported to Brampton during the whole of last season. With such a statement staring us in the face, how can it be expected that provision could be made for such an unexpected amount of traffic, and comparing our facilities with those afforded by the Grand Trunk, and even the Great Western — one of the best managed roads on the continent — are these railroads able to supply the demand for cars made upon them in the winter season? Cut off the through trade as they will, and work their men day and night, they cannot move the produce offered.

That the Toronto, Grey & Bruce Railway Company is alive to its own interests and those of the public, is shown by their having ordered a number of engines of the pattern of the "Gordon" and "Mono," and their having started to build more cars themselves in addition to those contracted for in Owen Sound and Toronto. The trade of Orangeville has made rapid strides this winter — with the facilities that will ere long be placed at its disposal, it will be trebled, if not quadrupled, next season.

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MONO, Feb. 17, 1872.

BLACKMAILING.

To the Editor of the Sun :

SIR,—Your contemporary, in last week's issue, chooses to have a general fling at the Toronto, Grey & Bruce Railway Company, but wisely abstained from going into particulars. I would have allowed the editor to rave on to his heart's content unanswered, did not my general respect for the "fourth estate" induce me to give some explanations. The facts are: The worthy who edits the sheet in question demanded passes over the road until he became a bore, and was at last positively refused. Not content to take "no" for an answer, he wrote to the President of the company a peremptory letter demanding the pass and an immediate answer, and stating that the press could do very much for or against the company, adding that, although not resident on the line of the Great Western, that company had always given him passes when he asked for them. The reply sent him was probably unsatisfactory or untimely; hence the article in question appeared. It remains for the public to say whether they will encourage a system of thorough blackmailing, such as this man has been detected in.

The enterprise he attempted to injure has at the least computation already augmented the business of Orangeville four fold. I think the people of your village and vicinity will not be led astray by such clap-trap, but will frown down such disreputable penny-aliasing. At any rate, any attempt to blackmail the Company will fail. Your Obedient Servant,

W. SUTHERLAND TAYLOR,
Secretary Treasurer T., G. & B.R.

News of the Week.

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more than half inclined to doubt them now, and more especially so in view of the remarks made by our contemporary which we quoted last week. We notice that the *Free Press*, very sensibly advocates the propriety of handing the whole thing over to the Great Western. This is the course, and the only course.

for the London people to take to secure success.

The Toronto, Grey and Bruce Railway.

The contract for the construction of the first section of the Bruce Extension of the Toronto, Grey and Bruce Railway, from Mount Forest to Gorrie and Wroxeter, was let on Thursday last, to Messrs. Mackenzie & Co. This firm has also a contract on the Owen Sound Branch of the road.

FROM TORONTO.

From Our Own Correspondent.

Toronto, Feb. 21, 1872.

LOBBY GOSSIP.

The passage of the bill abolishing Dual Representation has naturally led to some speculation as to who will succeed Mr. Mackenzie and Mr. Blake in the Local House. That these gentlemen will leave this House seems to be a foregone conclusion. The whole discussion proceeded upon that supposition, and, in fact, neither of them makes any secret of his intention to go to Ottawa. Mr. McKellar would naturally take the Premiership. He is the oldest parliamentarian in the Government ranks and is not want-

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TEA-MEETING.—A supper, or tea-meet-
 ing, will be held in the brick chapel,
 Holstein, by the friends of the W. M.
 Church, on to-morrow evening. A
 good num of speakers will be present,
 and the Mount Forest choir will lend a
 helping hand to enliven the proceedings.

COOL BURGESS.—This far-famed im-
 itator of negro eccentricities is again
 visiting Mount Forest. He will be at
 Evans' Hall on Tuesday evening next.
 He has an entire new troupe with him,
 but apart from these his own comicali-
 ties are in themselves sufficient to make
 ones side sore with laughter.

THE HARRISTON FIRE.—We learn
 from the Tribune that we were wrongly
 informed with regard to the loss of con-
 tents at the burning of Mr. Markle's
 Hotel, last Wednesday. The piano
 and most of the furniture were saved.
 The insurance available is \$1600. Mr.
 Markle's loss is estimated at \$4,000.

DIVISION COURT.—The sitting of this
 court on Tuesday—His Honor Judge
 McDonald presiding—was a very
 tedious one, some cases being of great
 length. His Honor is possessed of a
 large amount of patience, and takes
 great pains to probe out the rights of
 each case. The court adjourned about
 7 p.m.

MECHANICS' INSTITUTE.—The follow-
 ing new books have just been added to
 the Mechanics' Institute library viz:—
 Pope's Poetical Works; D'Aubignes
 Reformation; Darwin's Descent of Man,
 2 vols.; Arcturus Ward's Genial Show-
 man; Gustavus Adolphus, Conchologist's
 Text Book, by Brown; Dickens' Works,
 14 vols.

CONTRACT AWARDED.—A telegram
 was received last week, from Toronto,
 but too late for last issue, that the
 directors of the T. G. & B. Railway
 had awarded the contract for building
 the extension from this place to Gorrie
 and Wroxeter, to McKenzie & Co., of
 Toronto, and Owen Sound. This firm
 have the contract for the northern sec-
 tion of the line from Orangerille to
 Owen Sound and all very capable men.

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TORONTO, GREY AND BRUCE RAILWAY.

ITS DETRACTOR REBUKED.

THE attacks of a cotemporary on the Toronto, Grey and Bruce Railway have been very emphatically repelled by the men in whose interest he pretended to make them. The merchants and business men of Orangeville, at a meeting which we report in another column, unanimously adopted a resolution expressing entire satisfaction with the railway, and complete confidence in the company. This would have been enough to prove that the editor's detraction was as baseless as it was malicious; but the meeting went further, and publicly thanked the company for the energy and enterprise with which it had first constructed and afterward equipped the road. This is nothing more than the business men of Orangeville had a right to do. The railway—according to the largest exporters and importers among them—and we presume their authority is sufficient proof of the fact—has at least augmented the trade of the town tenfold, and largely increased the prosperity of the country tributary to it. Such testimony as this speaks volumes in favor of the narrow gauge; for if in the short period of six months it has worked so satisfactorily, and so largely benefited the country through which it passes, what may we not reasonably expect from its promising future. The blackmailing detractor may bring contempt on his own head, but he can neither injure the enterprise or embarrass its management.

DUAL REPRESENTATION.

THE bill to abolish dual representation passed the Local House on Tuesday last, by a vote of 47 to 19. This has naturally led to some speculation as to who will succeed Messrs Blake and Mackenzie in the Assembly. That these gentlemen will leave the Local House seems to be a foregone conclusion, as neither of them makes any secret of his intention to go to Ottawa.

Mr. McKellar would naturally take the Premiership. He is the oldest parliamentarian in the Government ranks, and is not wanting in those qualities of tact and shrewdness which are essential in a popular leader, though in ability he is probably not quite up to Mr. Blake. Mr. E. B. Wood is spoken of as Treasurer. This gentleman is the Peter of the late Ministry, having "bolted" in the hour of their need. Mr. Wood claims to be a Reformer, and has supported the new Administration. The other vacant office will probably be filled by Mr. Pardon, who has been five years in the Legislature. We do not vouch for the accuracy of these rumors, but give them as expressing the prevailing opinion in Toronto political circles.

It is to be borne in mind that the bill will not come into operation until the beginning of the next term of the House of Commons. For instance, members of this House may be elected to the Commons next summer, but as they will not be sworn in as members until the Commons

EXECUTION OF JOHN TRAVIS.

JOHN TRAVIS was hanged on Thursday morning in Toronto at five minutes after nine o'clock. The prisoner appeared on the scaffold, accompanied by the Sheriff, Deputy Sheriff and the Revs. Rice, Harris and Curtis, Dr. Richardson and the jail surgeons.

Travis made a short speech, in which he confessed that he had shot Johnson, and had intended to shoot Mrs. Johnson as well. He hoped, however, that he would meet the dear man in Heaven. Travis spoke with a firm voice. The Rev. Mr. Curtis offered prayer on the scaffold, and while he was yet praying, and Travis was on his knees, the signal was given and the condemned man fell. The drop was about eight feet, death of course being almost instantaneous. The body was convulsed for a few seconds. The execution took place in the east yard of the jail. Burial service had been read in the chapel at seven, in presence of Travis, who partook of a slight breakfast, and appeared firm and composed throughout the dreadful scene, shedding but few tears. His dying wish was to be buried beside his mother, whom he hopes to meet in Heaven. His friends have applied for his body. An inquest was held by Dr. H. H. Wright, and a verdict returned in the usual manner. There were about seventy-five people assembled, having been admitted by passes, to witness the execution. The executioner, who did not wear any disguise, is said to be a discharged soldier, named Fowler.

The prisoner had previously written a letter to his spiritual adviser, (Rev. Mr. Harris) fully admitting that he had shot Johnson, and stating that he "clung to the blessed Saviour as his only hope."

"THE INNOCENTS ABROAD,

OR THE NEW PILGRIM'S PROGRESS."

A REPRINT of the above celebrated work, by Mark Twain, has just been issued by A. S. Irving, King street, Toronto. The work is an account of a picnic party which sailed from New York in the steamer Quaker City in 1870. The party visited Gibraltar, France, Spain, Italy, Turkey, the Crimea, Greece, and Egypt, and concluded the trip with a run through the Holy Land. The work is very unlike most books of travel, but is evidently written by a man who has the rare power of seeing things with his own eyes. He carries his own gaze with him, and applies it to pictures, statues, towns and cities, utterly regardless of the opinions of others. His opinion of most of the old masters is at least amusing. To him, they seem to have been for the most part old humbugs, whom it has become fashionable nowadays to worship, and there is no doubt a great deal of the admiration of tourists for works of art is mere sham, for not one man in a thousand knows a really good picture when he sees it, and our author, we are inclined to think, is not the exceptional one. The description of the Holy Land dissipates a great deal of the romance with which

TORONTO, GREY AND BRUCE RAILWAY.

WHAT BUSINESS MEN SAY OF IT.

A MEETING of the merchants and business men of Orangeville was called by the Reeve, Mr. M. McCarthy, at the Paisley House, on Thursday evening, to ascertain whether the complaints of inefficiency and mismanagement published by a cotemporary, and industriously circulated in Bruce to the prejudice of the railway, and with a view to influence adversely to the road the vote of the rate-payers on bonus by-laws now pending, were true or not. The meeting was well attended. The Reeve, Mr. M. McCarthy, presided as chairman, and Mr. J. Lindsey acted as secretary. Among those present were Messrs. J. Green, of the firm of Chisholm & Co.; J. Gilchrist, of Gilchrist & Kent; F. O. Stewart, of McKinnon & Stewart; J. Eastman, of Eastman & Cairns; R. Harrop, of Anderson & Harrop; T. MacAdam, A. McGowan, J. Fraine, W. J. McCleverty, W. Parsons, W. H. Scott, agent of the Merchants' Bank; T. Y. Greet, Manager of the Bank of Commerce; H. Dean, and a number of other leading business men.

The chairman having briefly stated the object for which he had called the meeting, Messrs. Gilchrist, McGowan, Scott, Parsons, Greet, and others addressed the assemblage, all speaking in the most favorable terms of the Toronto, Grey and Bruce Railway, and expressing their regret that the accommodation afforded by it for the cheap and ready transit of traffic, as well as its influence on the prosperity of the country and the trade of the town, should have been so grossly misrepresented and underrated. Some of the speakers dwelt at considerable length on the great advantages accruing to the country from the construction of the road, and as instance of its beneficial effects on trade, said that it had augmented the business of Orangeville tenfold. They also expressed themselves satisfied with the gauge, and remarked that when the Bruce and Grey extensions were completed, and the line and its branches thoroughly equipped, the road would be one of the best in Ontario.

Mr. F. Muoro, of the Advertiser, was alone in his opposition to the railway. He spoke disparagingly of the line and its management, and endeavored to justify his attacks by stating that the company had denied him the privilege of riding "free" over the road, whenever he chose to board a train. As his remarks were evidently prompted by the refusal of the company to "pass him free over the road," and were besides a contradiction of well-known facts, they had no influence with the meeting.

A committee consisting of Messrs. Gilchrist, Lindsey, Parsons, Stewart, McGowan, MacAdam, and Foley, was then appointed to draft a resolution. After a brief consultation, the committee submitted the following resolution, which was unanimously adopted:

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sand knows a really good picture when he
sees it, and our author, we are inclined
to think, is not the exceptional one. The
description of the Holy Land dissipates
a great deal of the romance with which
travelers and poets have invested it. Ac-
cording to Mark, it is the most barren
and unromantic country in the world, and
its inhabitants the most filthy, mean, and
miserable of mankind. The book abounds
in humor—scarcely a page but contains
some happy stroke, and there are many
passages which elicit bursts of uncontroll-
able laughter, and not only is the author
a humorist, but a writer of the sublime,
as is witnessed by his description of the
Sphinx. OS 72 02 29 2/2

Orangecville and Vicinity.

THE Auditors' report of the township
of Amaranth for 1871 will be found in
another column of this issue.

WE are glad to be able to say that
Mr. McLachlan, of Caledon, who met
with such a serious accident, as men-
tioned in a late issue of *The Sun*, is
fast recovering. Already the wound is
covered by the scalp, and in time it is
expected that the bone will grow together.

THE March number of the *New Do-
minion Monthly* is to hand, containing a
number of interesting original articles,
sketches, poems, music, &c.; also a por-
trait of Carl Marx, originator of the In-
ternational Society. \$1.50 a year. Pub-
lished by J. Dougall, Montreal.

THE TORONTO, GREY AND BRUCE
RAILWAY.—The contract for the con-
struction of the first section of the Bruce
Extension of the Toronto, Grey and
Bruce Railway, from Mount Forest to
Gorrie and Wroxeter, was let on Thurs-
day last, to Messrs. Mackenzie & Co.—
This firm has also a contract on the
Grey Extension of the road.

A NEW weekly journal, devoted to the

ted the following resolution, which was
unanimously adopted:

"WHEREAS the accommodation afford-
ed by the Toronto, Grey and Bruce
Railway Company has been misrepresent-
ed in some of the papers of the Province,
and the efficiency of the railway and its
influence on the growth and trade of this
town underrated; and whereas we desire
to correct any wrong impressions that may
have been formed,

"Resolved, That this meeting has en-
tire confidence in the Toronto, Grey and
Bruce Railway Company, which is justly
entitled to the thanks of the public for
the energy and enterprise it has shown in
constructing and equipping the road; that
we deem the gauge perfectly satisfactory,
and the power and capacity of the railway
all that the trade of the country can pos-
sibly require; that under the influence of
the road the trade of this town has been
augmented tenfold; and that when the
line is extended to Kincardine and Owen
Sound and thoroughly equipped, it will,
judging by our experience of its opera-
tion during the past six months, afford
every facility for the transit of traffic and
the accommodation of the public."

The Reeve was then instructed to have
a copy of the resolution sent to the Pre-
sident of the Toronto, Grey and Bruce
Railway Company, and also to the daily
papers in Toronto for publication, after
which the meeting adjourned.

WOOD'S MAGAZINE has nearly sixty
pages contributed by such writers as
Greeley, Parton, Bungay, Beecher, &c.,
and is edited at an expense of more than
six thousand dollars, and yet it is only
one dollar a year—which is explained by
the fact of its enormous circulation, now
exceeding that of any other magazine
published. A specimen will be sent free
by addressing S. S. Wood & Co., New-
burgh, N. Y.

LYNX CAUGHT.—On Friday night
week, as Mr. R. Pendleton and Mr. Wm.
Rowbotham, of Caledon, were returning
home, in the vicinity of Graham's estate,
they managed to shoot and wound a lynx,
which enabled them to track him the
next day a distance of four or five miles,
when they succeeded in capturing him

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NEW ADVERTISEMENTS.

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The Sun

Published for the Proprietor, by J. H. ...

Orangeville, March 7, 1872

THE McLEACHAN HOMESTEAD.—We have to acknowledge the following sums, which have been sent us for the McLeachan Homestead Fund:
J. Hamilton, Esq., Johnstone, Scot. £20
Jas. Gair, Esq., Guelph, Ont. 10
A. Cairns, Amaranth, Ont. 1

A full jury having, at length, been obtained, the trial of Mayor Hall began on Friday. The entire sitting of the Court was taken up by the speech of the counsel for the prosecution, who said that evidence would be produced to prove Mr. Hall's complicity in the County Court-house and other municipal frauds.

WOOD'S HOUSEHOLD MAGAZINE for March has taken a "new departure" with Gail Hamilton as Editor-in-chief. Among its contributors are such celebrated writers as Greeley, Parton, Bunger, Beecher, etc. It is not only cheap but of good quality. Specimen copy sent free. Address S. S. Wood & Co., Newburg, N. Y.

PETITIONS from working men are pouring into Congress, requesting that the tea and coffee duties be wholly repealed, and that no reduction be made in the duties on iron or manufactures of iron and other staples. Importers are also urgent for immediate action on the tea and coffee duties, to do away with the present uncertainty, which is very injurious to trade.

THE LIBERAL CONSERVATIVE CONVENTION which met at Mono Mills on Tuesday, nominated Isaac Harris, Esq., Reeve of Caledon, as a candidate at the next election to represent Caledon in the General Legislature. Mr. Harris is a local man, and being popular in the Division, will poll a large vote. In selecting him the Convention made an excellent choice.

THE GRANT of \$2,000 per mile, has been voted by Parliament to the Toronto, Grey & Bruce Railway for that section of the road between Orangeville and Harrison, and \$2,000 per mile between Orangeville and Owen Sound. This appropriation is derived from the Provincial railway fund, which is authorized by act of Parliament to the amount of \$1,000,000, distributed to most of the new railway lines now in progress in Ontario.

GRAND LODGE OF WESTERN ONTARIO.—The annual meeting of the Grand Orange Lodge of Western Ontario commenced in the Orange Hall in St. Catharines on Tuesday afternoon, February 20. There were about two hundred delegates

TORONTO, GREY AND BRUCE RAILWAY.

There seems to be a settled determination on the part of our cotemporary of the *Advertiser* to bring this great enterprise into public disrepute. Week after week he reiterates the slander, that the road is a failure—that it affords no accommodation for the transit of traffic—that its trains move slower than ox teams—that it is mismanaged—and that, instead of being a real benefit, it is a positive injury to the country. In short, our cotemporary's abuse of the undertaking is only limited by his power of misrepresentation.

The reason of all this fault-finding and detraction is nothing wrong in the road or its management, but that our modest cotemporary was refused a "free pass" over the railway, after his applications became so numerous as to make him a "bore" to the manager, and that his threat to injure the undertaking, unless he was "handsomely dealt with," was treated with merited contempt and his attempt to blackmail the company exposed. In addition to this, he had also another—and to him a potent reason to attack the Toronto, Grey & Bruce Railway; for, if report be true, he is in the pay of a rival undertaking, at the head-quarters of which he gets his paper printed.

To the distributers of a man who attempts to blackmail one company, and failing, sells his services as a slanderer to another, the Toronto, Grey & Bruce Railway Company need offer no reply. The public know and appreciate the importance of the road and the fidelity with which its promoters redeemed all their pledges, and knowing all this, the misrepresentations of a "peany-a-liner," can have no weight with them. It is only in Huron and Bruce, where the advantages of the railway are not known and where the motives of our cotemporary are not understood, that his detraction may be injurious.—Between the Toronto Grey & Bruce and the Wellington Grey & Bruce Railways there is a contest going on in these counties for bonuses, and the false statements of the paid traducer of the one are used there by the other. In this way his slanders, which would otherwise be harmless, might do some mischief.

Under these circumstances, the merchants and business men of Orangeville, at a public meeting, refuted the false statements of the editor of the *Advertiser* respecting the railway; they expressed themselves well satisfied with the road, and, to show that their satisfaction was not without good cause, stated the fact that the railway had increased the trade of Orangeville at least tenfold and its wealth four-fold, and that it had greatly benefited the country through which it passes. All this from the men doing business with the railway, ought to deter our cotemporary from repeating his misrepresentations; but with the audacity of the mercenary maligner, he not only reiterates his former misstatements, but endeavors to pervert the commendation of the meeting into censure, and with a disregard for truth which we hardly expected even from him, calls the resolution sent by the Reeve to the Toronto press, and published in our last issue, a "bogus" affair. Such palpable and transparent falsehoods carry their own refutation with them. Indeed, the editor of the *Advertiser*, like the youth in Esop's fable who was constantly crying "Wolf! wolf!" when there was no wolf, has fallen so much into disrepute, that even if he did tell the truth, it would not be believed without corroborative evidence.

Although the Toronto, Grey and Bruce Railway has only been in operation six

his mother's family are English Protestants. On his person were found two documents—one being a royal proclamation of pardon to the Fenian prisoners, and the other a commutation in advance of his own sentence from hanging to shooting. These documents were evidently drawn up by the prisoner himself and were obviously the production of a demented fanatic. The policemen who took him to the station testified that he had expressed a wish that he had been successful in his attempt. The prisoner was committed to await his trial at the assizes in the ordinary way.

TORONTO, GREY AND BRUCE RAILWAY.
BLACKMAILING VS. MANAGEMENT.

It is an old saying, and oftentimes a very true one, "Give a beggar a horse and he will ride to the devil." Pity it was that Mr. Taylor, the Secretary-Treasurer of the Toronto, Grey and Bruce line, did not think of this before he defiled his pen by replying to the spleenetic and absurd remarks of the man who but nominally runs the sheet yclept *Orangeville Advertiser*. In his last week's issue, the worthy man to whom the President of the Toronto, Grey and Bruce Railway Company dared to refuse the amenities of the press, comes out in his true colors, and with all the power of abuse at his command proves beyond a doubt the lawyer's proverb, "No case—abuse the plaintiff." Not content with having his statements of the week before, flatly contradicted at an influential meeting of the business men of Orangeville as we have had the pleasure of attending, he presumes to deny the respectability of the meeting, and then attempts to deny the authenticity of the resolution telegraphed to the Toronto press, and published in our issue of last week. But this does not satisfy his yongeful feelings; he proceeds in the manner of those who, knowing absolutely nothing as to the subject on which they are endeavoring to instruct, if they can do nothing else, can carp and find fault. In his eagerness to run tilt at Mr. Taylor, he throws aside all caution, and assails the best portion of the press of Ontario. He cannot distinguish between a peany-a-liner and a regular paid contributor—between one who, when occasion pinches, can write to earn fifty cents by puffing, and one who by his constant connection with the press, as with any other profession, supports himself. Were his definition of peany-a-lining the true one, and that all who came under that head were really guilty of what has been charged against them by the *Orangeville* general oracle and miscellaneous encyclopedia; then the men whose utterances in the press of the garden Province of Canada we have been accustomed to look up to with respect and deference are nothing but a parcel of rogues whose daylight was, once on a time, to fleecy poor mortals who were unfortunate enough to make acquaintance with the law of some aldermanic saint out of the few coppers left in their pocket by the satiated maw of the aforesaid man of law. We have before our eyes a vision surpassing strange of a late Cabinet Minister standing with deferential air at the elbow of the bucolic representative of the goose pasture with eagle eye scanning the coins in the hand of a poor wretch, who blessing his stars at an easy escape, makes a dart for the door, and is caught at once and duly lectured on the great sin he was about to commit in rushing on and forgetting the "Peter's pence" due to the representative of the Fourth estate—the blackmail necessary to absolve him from the stain

and have never been ashamed to own it. One thing we would say in passing. It would have been well for our cotemporary had he had a little training in the same college—even though he had but occupied the humble position of peany-a-liner.

"ROUGHING IT IN THE BUSH."

BY MRS. MOODIE.
A new and illustrated edition of the above standard work has been issued by Maclear & Co., publishers, Toronto. The work is got up in good style, with woodcuts illustrative of the past and present condition of Canada, and altogether the mechanical appearance of the book is a credit to the publishers.
Mrs. Moodie's object in writing the above book was, no doubt, to deter people from settling in the bush who were disqualified by previous habits and education from succeeding there, which was a very laudable object, indeed; for some forty years ago many people, wholly unfitted to fight with the forest, were induced by the false representations of land-sharks and speculators to become pioneers in the wilderness without the slightest chance of ultimate independence. Mr. Moodie was the youngest son of Major Moodie, of Melsetter, in the Orkney Islands; he was a lieutenant in the 21st Regiment of Foot Guards, and had been severely wounded in the night attack on Bergen-op-Zoom, in Holland. Mrs. Moodie, whose maiden name was Susanna Strickland, was a sister of the authoress of the "History of the Queens of England," and was celebrated as a poetess and novelist. Such people in the bush were certainly "the wrong people in the wrong place;" hence their failure, and the long years of suffering which they endured. In the introduction to the present edition, Mrs. Moodie says, "In 1830, the tide of emigration flowed westward, and Canada became the great landmark for the rich in hope and poor in purse. Public newspapers and private letters teemed with the almost fabulous advantages to be derived from a settlement in this highly favored region. Men who had been doubtful of supporting their families in comfort at home thought that they had only to land in Canada to realize a fortune. The infection became general. Thousands and tens of thousands from the middle ranks of British society, for the space of three or four years landed upon these shores. A large majority of these emigrants were officers of the army and navy, with their families. Too many of these brave and honest men took up their grants of wild land in remote and unfavorable localities, far from churches, schools, and markets, and fell an easy prey to the land speculators that swarmed in every rising village on the borders of civilization. It was to warn such settlers as these not to take up grants and pitch their tents in the wilderness, and by so doing reduce themselves and their families to hopeless poverty, that my work of "Roughing It in the Bush" was written."
We cannot see anything in it calculated to deter the right class of people from encountering the forest; for, as a rule, that class have achieved independence, who, if they had remained at home, would have lived and died day laborers. And it is a fact that it is from the above class that almost all our successful merchants, legislators, and professional men have sprung.
We will merely make one extract from the book, which illustrates the borrowing system which prevailed in the bush. A neighbor whom she had never seen before came to borrow. Mrs. Moodie asks her name and where she lives.
"My name is Betty Fye—old Betty Fye; I live in the log-shanty over the creek, at the back of your'n. The farm belongs to my eldest son. I'm a widow with twelve sons, and 'tis—hard scratching to get along."
"Do you swear?"
"Swear! What harm? It eases one's mind when one's vexed. Every body swears in these parts. My boys all swar like Sam Hoo, and I used to swar mightily

ing him the only nation made an excellent choice.

THE GRANT of \$2,000 per mile has been voted by Parliament to the Toronto, Grey & Bruce Railway for that section of the road between Orangeville and Harriston, and \$2,000 per mile between Orangeville and Owen Sound. This appropriation is derived from the Provincial railway fund, which is authorized by act of Parliament to the amount of \$1,900,000, distributed to most of the new railway lines now in progress in Ontario.

GRAND LODGE OF WESTERN ONTARIO.—The annual meeting of the Grand Orange Lodge of Western Ontario, commenced in the Orange Hall in St. Catharines on Tuesday afternoon, February 20. There were about two hundred delegates present. The election of officers took place as follows:—Mr. D'Arcy Boulton, of Barrie; G. M.; G. F. Gow, of Bracebridge; D. G. M.; Rev. Dr. Curry, G. C.; Thomas Keyes, of Grantham; G. Secy.; Thomas Orr, of Sandhill; Asst. G. Secy.; James H. Beasy, of Grantham; G. Secy.; Thomas R. Brownlee, of St. Catharines; G. D. C.

THE AMERICAN ODD FELLOW.—The March issue of this popular and successful magazine is on our table. We heartily commend it to the attention of our readers. Among its contents we notice: "Tomson and Pepina, a story with a moral; the Odd Fellow's Ghost; an amusing adventure; Illustrations of March, Home of Lord Fairfax, Fishing in Winter, the Heathen Chinese, and Kennedy's new house; an Odd Fellow at the Birthplace of Shakespeare; Scientific and curious Facts; Manners of the Day; Agricultural Department, &c. &c." Each subscriber for 1872 receives a beautiful premium picture, entitled "The Visiting Brethren." \$2.50 a year. Address A.C.F. Association, No. 96 Nassau street, N.Y.

ONTARIO PARLIAMENT.

On Thursday, Mr. Wood moved for all returns connected with the Agricultural Farm, and Mr. Blake said that the attention of the Government had been called to the unsuitableness of the site which had been chosen, unfavorable soil, deficient supply of water, &c.; but he was of opinion that unless the site was decidedly unfavorable, it would be wrong to make a change. The following bills were read a third time and passed: "For the prevention of corrupt practices at elections," "To amend the act relating to the University of Toronto," and several other bills. Orders in Council were passed recommending grants out of the railway fund to certain new lines, among the rest the Toronto and Nipissing Railway, \$2,000 per mile from Orangeville to the Portage road; Wellington, Grey & Bruce Railway, \$2,000 per mile between Harriston and Carleton Place, and \$2,000 between Carleton Place and Southampton; Toronto, Grey & Bruce Railway, \$2,000 per mile from Orangeville to Harriston, and \$2,000 per mile between Orangeville and Owen Sound; Toronto, Simcoe and Muskoka Railway, \$1,000 per mile between Orillia and Washago, also grants to other lines.

On Friday, the Supply bill passed the House, also the bill to amend the Joint Stock Road Companies Act, to amend the act relating to Cemeteries, to amend the Apprentices and Minors Act, to amend the act relating to charters of incorporation, to amend the Mining and other Companies, and a bill to incorporate the Wilberforce Educational Institute, also various private bills.

On Saturday, at twelve o'clock noon, the House of Assembly was formally prorogued until Friday, the 12th of April.

representations; but with the audacity of the mercenary maligner, he not only reiterates his former misstatements, but endeavors to pervert the commendation of the meeting into conspire, and with a disregard for truth which we hardly expect even from him, calls the resolution sent by the Reve to the Toronto press, and published in our last issue, a "bogus" affair. Such palpable and transparent falsehoods carry their own refutation with them. Indeed, the editor of the *Advertiser*, like the youth in Esop's fable who was constantly crying "Wolf! wolf!" when there was no wolf, has fallen so much into disgrace, that even if he did tell the truth, it would not be believed without corroborative evidence.

Although the Toronto, Grey and Bruce Railway has only been in operation six months, it has in that brief period done more to develop and enrich the country traversed by it than all other influences put together had accomplished in the ten years preceding. All the towns and villages along the road have grown to double their former proportions, and in some places prosperous villages have sprung into existence where, but for the railway, not even a woodman's hut would have been erected. Various enterprises have been established, and business generally has received an impetus which very favorably affects trade.

But the benefits of the railway are not confined to towns and villages; they are also largely shared by the country. For the farmer, the road has established a good market almost at his door, and affords cheap and ready facilities for the exportation of his produce. The forest, which was before an incubance, has been rendered very valuable, and all kinds of property has been largely enhanced in value. An enterprise which has accomplished so much, and which is so intimately connected with the interests of the country, deserves commendation, not censure. A blow foully dealt it must affect the welfare of the whole community, and it is the duty of the community to protect it from attack. Let the honest indignation of every honest man benefited by the railway silence the blackmailing fault-finder and mercenary declaimer.

QUEEN VICTORIA ASSAULTED.

A DISCREET attempt was made on Thursday to fire a pistol at Queen Victoria while driving on Constitution Hill, but happily without effect. The would be assassin was promptly arrested. At half past five the Queen, returned from a drive, and reached Buckingham Palace, and as her carriage stopped at the gate a young man ran to the side and projected a pistol within a foot of the Queen's head. The Queen bent her head down to avoid the shot but the pistol did not explode. The fellow in one hand held papers granting a release to the Penitentiary, which he shouted to the Queen to sign, threatening her at the same time with the pistol. He was instantly seized by the attendants and prevented from doing further harm. It was then found the pistol was unloaded, and it was of such a primitive construction that if it had been loaded it probably could not have been discharged. Her Majesty was very calm, and showed her courage, which she has often before exhibited. He gives his name as O'Connor, and is about 19 or 20 years of age. His behavior in the action was wild and his language incoherent. He boasted he tried to reach the Queen on Tuesday during the procession. He was brought before a Police Magistrate for examination. He was quite changed in his demeanor, being calm and unassuming. It came out that his grandfather was a landlord in the Charist disturbances.

look up to with respect and deference are nothing but a parcel of rogues whose daylight was, once on a time, to fleece poor mortals who were unfortunate enough to make acquaintance with the law of some aldermanic saint out of the few coppers left in their pocket by the satiated maw of the aforesaid man of law. We have before our eyes a vision surpassing strange of a late Cabinet Minister standing with deferential air at the elbow of the pucelle representative of the goose pasture with eagle eye counting the coins in the hand of a poor wretch, who, blessing his stars at an easy escape, makes a dart for the door, and is caught at once and duly lectured on the great sin he was about to commit in rushing on and forgetting the "Peter's pence" due to the representative of the fourth estate—the blackmail necessary to absolve him from the stain which would adhere to his garments by his name appearing in print.

Another vision crosses our mental view of the now proprietor of a spirited daily holding forth his large hand (generous and kindly heart governing notwithstanding) and demanding tribute with the air of the aged crane who has somewhere road off, who when reminded that it was Sabbath, and that in respect for the day she should not exact bridge toll, replied, with indignation flashing from her keen gray eyes,

"It's Saturday or Sabbath day, Ye pay the tolls any day."

Instances innumerable could be adduced of men holding the best positions in the Province having at one time belonged to the class named "penny-a-liners" by the *Advertiser*. But we need not cite them here. These men know well what importance to attach to the utterances of the would-be censor, and we have no doubt will pass by with silent contempt the statements so devoid of truth attempted to be palmed off on the public as the scintillations from the brain of a general genius, who before he publishes verifies them by reference to his variety shop. But we question much if the author of the brayings of last week can be so easily got at. Mysterious hints we have heard bruited, that some who have floated into a bubble popularity on the strength of their supposed sincere advocacy of the narrow gauge, have not scrupled to cloak themselves with the editorial "we" in order to have a stab in the dark at what they term the *mismanagement* of the road. We notice that a Superintendent is now required for the railway, and would seriously advise the President and Directors to at once consult the Orangeville railway king and his council before daring to trust themselves to come to a decision. We tremble for the welfare of the institution if this is not done, but have no doubt the Directors will consult their own interests, and act on our advice.

But we have diverged a little from the subject in hand. Mr. Taylor had the good fortune, when he came first to Canada, to be connected with the Toronto *thunderer*, but never in the capacity set forth by the rolled-up man. We believe that Mr. Taylor was for some time commercial editor of the *Globe*, and in this was the successor of men who have made and are making their mark in the world of commerce. Mr. Wiman, of Dun, Wiman & Co.'s Commercial Agency, is one notable example, whose opinion has weight in the position to which he has so deservedly attained. Another, the last we heard of him, was making his mark as the enterprising head of a railway agency in the Southern States. Mr. Taylor, as the successor of such men, can laugh at the vaporing of the *Advertiser* conclave. We require to say nothing in our own defence further than that we were connected at one time with the Toronto press,

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heral was attended by a very large com-
pany of friends and neighbors, by whom
she was much respected. Her husband
and children are left to deplore the severe
loss of a loving wife and tender mother.

TRAFFIC on the Toronto, Grey &
Bruce Railway shows a steady increase
every succeeding month. For February
the shipments from Orangeville were
32,000 bushels of wheat against 28,000
in January, 2,000 bushels of barley
against 1,200, and 30,000 lbs. dressed
hogs against 15,000. The exportation
of general goods and cordwood was also
large, the shipments in the former being
80,000, and in the latter 200 cords.—
These figures show how utterly devoid of
truth are the statements of *The Adver-*
tiser—that the railway is injuring the
trade and business of the town.

PRESENTATION.—Some of the good
people of Melancthon lately assembled in
the school-house, and prepared a repast.
After tea, speeches were made and fine
music given by the Horning's Mills choir,
Miss Alice Scruton presiding at the or-
gan; the result was \$17.67, which, with
a suitable address, was presented to Rev.
J. W. Sanderson, Methodist Episcopal
minister, by J. Barr, M.D., of Horning's
Mills. A reply was made, and the as-
semblage retired. The meeting was
managed by parties not members of the
M. E. Church, and the purse is no part
of Mr. Sanderson's salary, but a gift.

SURPRISE PARTY.—The members of
the Canada Presbyterian congregation of
Center Road, Caledon, and Third Line
East, met at the Manse, Charleston, on
Friday evening last. The minister, Rev.
A. McFaul, and family know nothing of

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day was so very stormy. A number of sales were effected at good figures.

LECTURE.—Rev. Mr. Goldie, late missionary in the Saskatchewan region, delivered a lecture on Manitoba, its resources, climate, soil, etc., in the Presbyterian Church, Wroxeter, on Thursday, 7th inst.

RAILWAY BY-LAW.—The By-law granting a sectional bonus to the Toronto, Grey and Bruce Railway, to be levied on the village of Wroxeter, was voted upon last Monday and carried unanimously, there being twenty-eight votes recorded in favor, and none against it.

TEMPERANCE.—The lately re-organized "Star" Lodge, I. O. of G. T., in this village, is progressing favorably. There was a large accession to the membership at the last meeting on Monday evening last.

CARD OF THANKS.—The following is a copy of an address presented to Mr. E. B. Leech, of Gorrie, by the members of the "Star" Lodge, of Wroxeter:

"To Brother Leech, County Deputy I. O. of G. T., and the officers and members of 'Life Boat' Temple, Gorrie: "We the officers and members of 'Star' Lodge, No. 500, take this opportunity of expressing our sincere thanks for your kindness in assisting us in the re-organization of our Temple, on Monday evening, 20th ult. You will please convey our thanks to the lodge at its next meeting. Wishing you and the Society with which you have so long been identified, continued success in our common cause, I am, yours fraternally,

GEORGE EYVEL, Secretary."

Bluevale.

TURNBERRY BY-LAW.—The By-law granting a Township bonus to the Toronto, Grey and Bruce Railway was defeated in Turnberry to-day by a majority of 180 votes.

THE MEANEST YET.—If a bona fide case of meanness can be produced worse than the following, for the truth of which we vouch, it deserves to be published in every paper in the country, with name attached. A young gentleman (?) who, by the way, makes a com-

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School. An exhibit School H school, 1 teacher, 2 Friday last cold, was was consequence house being One of the we believe of a clock and as t persons p be quite consisted readings, all who to which son through t and it mu immense of so tend to enable so large as mistake parts of d well as t parts, we not one fact the credit bot structor, audience, all did so particular and perfe the actors serving of The "Mo er and Me was well planned from a Small W rendered, Millan, an per in whi ed by Miss oie and Ma truly amus audience w was also st

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Jamestown.

WENT TO NEBRASKA.—Mr. Samuel Roe, a resident of Grey for a number of years, having sold his farm to a Mr. McInnes, late of the "Emerald Isle," took his departure from this part on the last inst. for Nebraska, where he intends taking up his abode permanently in the future. Mr. Roe is a man of more than ordinary intelligence, and is sufficiently shrewd and vigilant to beware of Yankee artifice. May he have a safe and prosperous journey, and that part of "Uncle Sam's" acquaintance and protection may be expected.—Com.

DEATH.—Mr. John McNish, farmer of the village, he was captured over a Cart, and falling across a rail the balance of the load fell upon his body. He was supposed to be fatally injured, but under the skillful treatment of Dr. J. Buchanan he is rapidly recovering.—Com.

Blyth.

MELANCHOLY OCCURRENCE.—We have received a communication from Blyth, bearing this heading, but we cannot publish it for the reason that the writer has neglected to send us his real name. We can inform him, however, that he is a long way astray in his suppositions as to the authorship of the report of the Registry Office Delegation which appeared in the EXPOSITOR of a week or two ago. If, for furnishing us this report, the individual referred to by our correspondent was hanged in effigy, then all we have to say is that the Blyth executioners have been hunting on the wrong scent, and have snared the wrong bird.

Lucknow.

THE RAILWAY QUESTION.—Messrs Campbell and Somerville, of Lucknow, two responsible ratepayers of the township, feeling fully satisfied that Kinloss would not be called upon to pay any portion of the bonus of \$15,000 granted under By-law of that municipality, to aid the Wellington Grey and Bruce, have given their own personal bonds fully indemnifying that township against the payment of any part of said bonus. In consequence of the action of Kinloss it is probable Tegswater will be made the terminus of the narrow gauge.

Colborne.

SUDDEN DEATHS.—We learn that last week three children, belonging to Mr. James Clark, of this township, died from scarlet fever, which is very prevalent in the township. Three of Mr. Clark's other children were also ill with the same disease at the time of the death of the former three, but are now recovering. We have not heard of any other deaths from this fever in this section as yet, although members of several families are affected with it.

municipal loan fund question, by which the older counties that did not need railways would receive a fair share of benefit. Secondly, the manner of distributing the railway fund was objected to. It was held that it placed too much power in the hands of the Government, and the grant to each railway should be first submitted to the House. The granting of aid to railways per se was never opposed by the Reform party, but on the contrary they were always in favor of liberal assistance to such enterprises. The scheme, however, passed, and power was given to the Government to spend a million and a half on railways upon their fulfilling certain conditions. There is no doubt that this scheme gave aid to railway enterprises throughout

resolutions by large majorities, the Opposition obtaining for their amendments only from seven to twenty-one votes altogether. It is of course not to be overlooked that these resolutions merely create the fund. The Government have no control over it whatever without the sanction of the House. In this respect the present scheme differs very materially from the scheme of the late Government. They had full control of the million and a half and could have given all to railways without the House being able to say nay in a single instance. Now the proposed grant to each railway must first be submitted for the approval or non-approval of the House, in accordance with the first principles of responsible Government.

Of the debate I need say nothing further than advert to the fact that no exception was taken to the policy of liberally assisting railway enterprises. There was a great deal of crimination and recrimination and more trash and nonsense talked than I ever heard in any previous debate. It is well for the reputation of the House generally and of certain members in particular, that the reporters occasionally throw down their pencils in disgust, and allow the stream of loosh to flow on unnoticed. Readers of the reports may suppose that members have stuck to the point under debate and wasted no time in wandering from the subject. Thanks to the better taste of the reporters, they know nothing of the silly remarks, the ludicrous similes, the wretched puns, the atrocious grammar, the childish anecdotes, the school-boy rhetoric, the displays of bad temper and worse taste, the gross personality, the under-current of banter, the cross fires of weak wit and coarse sarcasm, the cries of "encore" and other equally complimentary epithets that greet a particularly dull or stupid speaker; the, in short, unmitigated loosh that is mixed up in every debate—all this is kept, and wisely kept, from the gaze of the public. I do not wish to speak of the House collectively or the individual members of it with anything but the respect due to their position, and I should add that my

Sergeant's gilt sword. Let the offending members beware lest some long suffering knight of the pencil does, for his country's good, apply this remedy to an ail which he of all men feels the keenest.

Wingham.

BY-LAW DEFEATED.—The by-law granting a sectional bonus from Wingham to the Toronto, Grey and Bruce Railway was voted on on Tuesday, and defeated by a majority of 17 votes.

Stanley.

STANLEY MARRIAGE.—The Council met

please everybody, but Frank Pattridge comes the nearest to it in his line of business. \$1 per dozen. Scott's block, Seaforth.

Divisions Courts—1872.

Division Courts will be held as follows:

| | | | |
|------------------|----------|------------------|----------|
| Wingham..... | Jan 18 | Dungannon..... | April 5 |
| Alnleyville..... | Jan. 28 | Hayfield..... | April 5 |
| Seaforth..... | Jan. 25 | Goderich..... | April 6 |
| Exeter..... | Jan. 27 | Wingham..... | April 19 |
| Dungannon..... | Jan. 30 | Alnleyville..... | May 21 |
| Hayfield..... | Jan. 31 | Seaforth..... | May 23 |
| Clinton..... | Feb. 1 | Exeter..... | May 25 |
| Goderich..... | Feb. 5 | Clinton..... | May 31 |
| Wrester..... | March 25 | Dungannon..... | June 5 |
| Seaforth..... | March 28 | Hayfield..... | June 4 |
| Exeter..... | March 30 | Goderich..... | June 6 |
| Clinton..... | April 1 | | |

The Courts will open at 10 A. M. each day.

SALT.

ORDERS

For all kinds of Salt

Can now be filled at

GRAY, YOUNG & SPARLING'S

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SALT-WORKS,

SEAFORTH, ONT.

Nov. 29, 1871.

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GOVERNMENT RAILWAY ORDERS.

The Huron Railways.

The following Order in Council, was approved of by His Excellency the Lieutenant-Governor, March 25, 1872:

The Committee of Council have had under consideration (the application of the Toronto Grey and Bruce Railway Company, hereinafter called the Toronto Company, and the Wellington, Grey and Bruce Railway Company, hereinafter called the Wellington Company, for aid out of the Railway Fund; and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly (in default of which ratification this Order in Council is inoperative), payment be authorized to be made out of the Railway Fund to the Toronto Company of a sum equal to two thousand two hundred and fifty dollars per mile of that portion of their railway between Harriston and Wingham; and the Committee further advise that the said grant of aid be upon the following conditions, that is to say:

One. On condition that the Toronto Company, shall, before the first day of June next, agree, by an instrument embodying all proper details and approved by the Lieutenant-Governor in Council, that in case the Wellington Company do comply with the conditions imposed on that company by this Order in Council, then the Toronto will do what may be necessary (including the works preparatory for the laying of a third rail) in order to give the Wellington Company running powers over that portion of the Toronto Company's railway between Harriston and Wingham, on terms to be settled between the Companies by the award of the majority of three arbitrators, one to be chosen by each Company, and the third by the two so chosen or in case of disagreement by the Lieutenant-Governor in Council, in making which award the arbitrators are to have regard to the amount of public aid granted under order in Council, in respect of that portion of the Toronto Company's Railway.

Two. On condition that the Toronto Company shall before the first day of December next furnish proof to the satisfaction of Lieutenant-Governor in Council of a *bona fide* and sufficient contract for the completion of the works, exclusive of track laying, on that portion of their Railway extending from Harriston via Wingham to Teeswater.

The Committee of Council further advise that subject to ratification of this order in Council by resolution of the Legislative Assembly (in default of which ratification this order in Council is inoperative) payment be authorized to be made out of the Railway Fund to the Wellington Company of a sum equal to two thousand two hundred and fifty dollars per mile of that portion of their Railway between Wingham and Kincairdine. The Committee further advise that the said grant of aid be upon the following conditions, that is to say:—

One. On condition that the Wellington Company shall, before the first day of June next, agree by an instrument embodying all proper details and approved by the Lieutenant-Governor in Council to do what may be necessary (including the works preparatory for the laying of a third rail) in order to give the London, Huron and Bruce Railway Company running powers over that portion of the Wellington Company's line, between Wingham and Kincairdine, on terms to be settled in like manner as hereinbefore detailed in the first clause of the conditions imposed on the Toronto Company,

Two. On condition that the Wellington Company shall, before the 1st day of June next, agree in like manner that

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between Wingham and Kincardine, on terms to be settled in like manner as hereinbefore detailed in the first clause of of the conditions imposed on the Toronto Company,

Two. On condition that the Wellington Company shall, before the 1st day of June next, agree in like manner that in case the Toronto Company do comply with the conditions imposed on that Company by this Order in Council, then the Wellington Company will do what may be necessary, including the works preparatory for the laying of a third rail, in order to give the Toronto Company running power over that portion of the Wellington Company's line between Wingham and Kincardine on terms to be settled in like manner as hereinbefore detailed in the first clause of the conditions imposed on the Toronto Company.

Three. On condition that the Wellington Company shall, before the first day of December next, furnish proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works, exclusive of track laying, on that portion of their Railway extending from Wingham, via Lucknow, to Kincardine.

The Committee further advise that payment be authorized in respect of any portion of the Toronto Company's Railway between Harriston and Wingham, not less than twenty miles in length and in respect of any portion of the Wellington Company's Railway between Wingham and Kincardine not less than twenty miles in length on the fulfilment of the conditions of the Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works between the said points respectively. Certified.

J. G. SCOTT,
C. E. C.

Executive Council Chamber,
26th March, 1872.

AUCTION SALES.

Monday, April 1, Farm Stock and Implements, Lot 3, Eleventh Concession, Tuckersmith. Mrs. Stark, proprietress; J. P. Brine, auctioneer.

Monday, April 1, on Lot 20, Wagner's Corners, Hay—Farm Stock, Implements and Household Furniture, John Pfaff, proprietor; E. Rossenbury, auctioneer.

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"THE ENTERPRISE" is the title of a handsome weekly paper just started at Drayton by Mr. H. Deebel. It contains a large amount of interesting reading matter, and is evidently edited with much vigor and ability. Wellington is, however, so well supplied with newspapers already—that this being the thirteenth published in the county—that we cannot help thinking Mr. Deebel's enterprise in the same field a little hazardous, but nevertheless we wish his venture every success.

TORONTO, GREY AND BRUCE RAILWAY.

The *Drampton Times* of the 15th inst. says: "The *Orangerillo Advertiser*, actuated by some petty or inconceivable motive, is misapplying its journalistic influence to belittle the above line in a most extraordinary manner, utterly regardless of the facts, which it must have ample opportunity for knowing. Additional rolling stock will soon be placed on the line, and the road is being straightened, at some of the smaller curves and otherwise improved. A correspondent of a Toronto paper states that owing to the engines lying so near the track, and the track being narrow, they work through a snow drift admirably, and, as a matter of fact, the delays on the line have been less than on most other lines that had an equal quantity of snow to contend against. The traffic returns for February show likewise that the business of the line continues steadily to increase, and we have no doubt that when the line is completed to Owen Sound that the stockholders will realize handsome dividends, and the general public be correspondingly benefited."

MR. HOWE ON THE SITUATION.

A PORTION of the press of Ontario is censuring the Hon. Joseph Howe for repeating, in a lecture delivered recently at

able position, manifested as a the honesty "blackmail" contemporary his commu- retary, whose and probity lowered, either pany or the tacks of the out therefor silent counter

As for our reply to the porary. W ocensure and not in the al fie our temp er complime We may, he truth in the by our coter in the Toro Company, e that we have eled on the have alway promoting t country, and gardless of do or any.

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