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THE FAIRLIE LOCOMOTIVE.

THE Toronto, Grey and Bruce, and the Toronto and Nipissing Railway Companies have each recently imported from England one of the Fairlie locomotives. This locomotive consists of two ordinary locomotives, minus the tenders, joined together at the rear and with the boilers so united that they have the appearance of being only one. The cab is thus brought to the center of the locomotive and is inclosed on all sides. The supply of water is kept in four tanks, one on each side of each end of the boiler; and on the top of the boiler, extending, like the tanks from the cab to each end of it is a gallery for the fuel. There is also a reservoir for water below the center of the boiler and between the two pairs of driving wheels. The engine-driver occupies the same side of the cab no matter which end of the locomotive is ahead and the stoker the other. The fuel is put into the furnace through doors in that side of the boiler on which is the stoker's post. On each end of the locomotive is the ordinary cow-catcher, and above each is a long connecting rod, which admits of the locomotive being attached to a train without the cow-catcher, on that which, for the time, is the rear end of the locomotive being removed. The boiler being of much more than ordinary length and the platform one piece from end to end it might be supposed that the locomotive could not go around sharp curves; but this is not the fact; the two complete sets of wheels are so connected with the body of the locomotive that they work as independently of each other as though the engine were two entirely separate locomotives. The weight also is so disposed that there is no more pressure by any one of the wheels on the rail than there is by the corresponding wheel of the ordinary locomotive. These two locomotives are the first of the sort ever seen on the continent of America, and it is said that only about twenty of them have yet been manufactured. The distinguishing merits claimed for them are economy and much more than double the power of ordinary locomotives. These two are intended to be used for hauling freight trains.—Globe.

Orangeville and Vicinity.

SEVERAL communications which are crowded out for want of room, will appear in our next issue.

A NEW Post Office has been opened on Lot 23, Concession 3, West Garafraxa. It is called Metz P. O., and Mr. John Mitchell is appointed Postmaster.

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and that Earl Dufferin has been nominated as his successor. The report is probably true, as Lord Ligar had some time ago requested to be relieved from the responsibilities of the office. Earl Dufferin, the Right Honorable Frederick Temple Blackwood, K.C.B., is forty-six years of age, and is a man of great scholastic attainments. He is well known from an account he published of his visit to Ireland during the famine of 1846-7, and also from his interesting book entitled, "Letters from High Latitudes," containing a description of a yachting excursion to Iceland in 1859. He was British Commissioner to Syria, to inquire into the persecutions of the Christians in the east, and was made a K.C.B. for his services in connection with that appointment. He was also under-secretary for India in 1866. It is a remarkable coincidence that the Earl—like Lord Ligar and Lord Monck, his predecessors in office—hails from the Emerald Isle.

THE RAILWAY AID FUND.

THE Government of Ontario has by order in Council recommended additional aid to railways, as follows:—

The Toronto Grey & Bruce Company, a sum equal to \$2,250 per mile of that portion of their railway between Harrison and Wingham, upon condition that they do all that may be necessary (including the works preparatory for the laying of a third rail) to give the Wellington, Grey & Bruce Company running power between those points, on terms to be settled by arbitration; also on furnishing proof of contract for construction of works *via* Wingham to Teeswater.

The Wellington Grey & Bruce Company, a sum equal to \$2,250 per mile of that portion of their railway between Wingham and Kincardine, on condition that they do all that may be necessary (including the works preparatory for the laying of a third rail) to give the London, Huron and Bruce, and the Toronto Grey and Bruce Companies running powers between those points, on terms to be settled by arbitration, and also furnishing proof of contract.

It will be observed that, in those cases where there are competing lines projected between two points, the Government has adopted the principle of recommending a grant to the road which takes the most direct route, on condition, in each instance, that the other competing companies shall have running powers over the roads thus aided.

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FIRE AT ELORA.—The North Wel-
lington mills, at Elora, together with the
distillery and sheds, were totally destroy-
ed by fire on Sunday morning; loss,
\$12,000, insured for \$9,000.

FIRE IN MELANCTHON.—The resi-
dence of Mr. Thomas Cattle, of Melanc-
thon, was, with its contents, completely
destroyed by fire on Friday. The fire
originated from the chimney. Loss about
\$800; no insurance.

MONEY TO LOAN.—Parties requiring
loans on real estate security would do
well to apply to Mr. D. Milroy, who can
accommodate them with sums varying
from \$100 to \$10,000, at the rate of
seven per cent per annum.

A HEAVY RAIN STORY on Sunday at
Mt. Forest raised the water in the river,
straining the boom in Mr. Yeoman's dam,
so that it gave way and 200 logs escaped,
which will hardly be recovered. The
logs by their passage down tore out a
quantity of the stone on the face of the
dam.

ACTIVE operations have again begun
on the Toronto, Grey and Bruce Railway,
between Orangeville and Mount Forest.
Gravel trains commenced ballasting the
track through Amaranth, Luther, and
Arthur, on Wednesday, and the work
will be pushed forward with the least pos-
sible delay. Track-laying on the Grey
extension, now nearly graded, will be be-
gun early in July.

THE WEATHER continues to be a sub-
ject of interest to all whom it concerns.
Sunday was warm and mild, with a wind
blowing from the south that caused many
to predict a "warm rain" that would put
some growth in the ground." Monday
was cooler, and Tuesday heavy with
overhanging clouds, surcharged with
lightning, and amidst thunder down came
the first "April shower" of the season.

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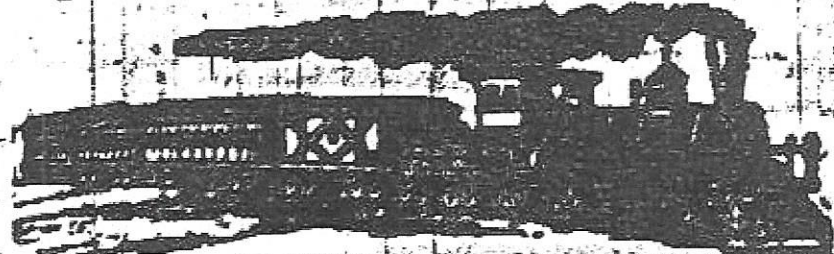
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New Advertisements.

TORONTO, GREY & BRUCE RAILWAY

Alteration of Trains.



ON AND AFTER MONDAY, THE 22D JUNE,
trains will run as follows:

Leave Toronto.	Arrive Orangeville.	Arr. Mt. Forest.
8:10 A.M.	11:20 A.M.	
9:45 P.M.	6:50 P.M.	9:55 P.M.
Leave Mt. Forest.	Leave Orangeville.	Arr. Toronto.
12:00 noon.	7:50 A.M.	11:00 A.M.
	8:50 P.M.	6:50 P.M.

Close connections made at Toronto by all trains with Grand Trunk and Great Western Railways for the East and West. For further particulars see Time Tables.

EDMUND WRAGGE,
General Manager.
22-712.

Toronto, May 27, 1872.

For Sale or to Rent.

A NEW TWO STORY, ROUGH CAST BUILDING, well adapted for a Hotel, with or without land at the option of the lessee or purchaser. This property is situated on the leading road between Arthur and Orangeville, about six miles from the latter town, and affords a good opportunity for the safe and profitable investment of a small capital. Apply to the proprietor Lot No. 7, Con. A., East Garafraxa, or by letter to

JAS. DOWLING.
Orangeville, Ont.

May 23, 1872.

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STRAY COW

STRAYED from the Fair Ground, Orangeville, on Thursday, May 9th, a Dark Red dry Cow, 7 years old, with speckled face and short ear. Any person returning her to the undersigned, or giving such information as will lead to her recovery will be suit-

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Company Orders.

The members of the Mount Forest Rifle Company will meet for drill in the Drill Shed on the evening of Saturday, June 1st. All members are required to bring in their overcoats to the armory.

W. W. WINFIELD, Capt. Com.

READ W. Glanville's advertisement.

See the advertisement of R. J. Dale in this issue.

The County Council of Wellington met on Tuesday next.

We understand the fancy bazaar, on the Queen's Birthday, was well patronized.

The Village Council met on Monday evening next, in the Central School House, at 7 o'clock p.m.

We notice that the excavation is being made for Mr. Jamieson's brick building on the corner of Main and Birmingham streets.

Mr. T. Swan in this issue announces the manufacture of the best style of ploughs, bugles, &c., at his works on Main street.—See ad.

Note the card of Mr. Crozier in this issue. Travelers needing a stopping place north of this village will find comfortable quarters by calling at the "Rising Sun."

CHANGE OF TIME.—By advertisement in another column it will be seen that on and after Monday next a change of time will take place on the Toronto, Grey and Bruce Railway.

It will be seen that the train leaving here at noon arrives in Toronto at 6.50, instead of 8 p.m. as heretofore. This will allow passengers to take the Grand Trunk east or the Great Western the same evening. The train that has lately left Toronto at 3 p.m., for this point, will not now leave the city until 3.45, arriving here at 9.55, instead of 9.15, as formerly. This change is also made in order that passengers by Grand Trunk east and Great Western upon arriving by the mid-day express may make close connection and be enabled to come on to this place.

Mr. H. Thomas, of the firm of Thomas & Dudgeon, boiler-makers, Onelph, gave us a call a few days back. Mr. T. states that they are now in regular working order and are getting all the work they can manage comfortably.

They have recently built a boiler for Messrs. Armstrong, & Co., which was tested the other day by the Government Inspector, who pronounced it as good and strong a boiler

as Elliott, principal of the Central School, was driving his horse and buggy up the gravel road, the horse turned sharply into the entrance to Mr. Gray's farm, throwing Mr. Elliott out of the buggy. It was found on examination that a small bone in his shoulder was broken. He will not be able to attend to his duties at the school for a few days.

ACCIDENT IN FREL.—The Drayton Enterprise says that on Thursday last a boy named Clayton, aged 11 years, was killed by a field roller passing over his body. He was sitting on the roller frame driving the team when a stump turned over on the roller throwing him behind the horses legs. He was dragged some distance and the roller then passed over him.

PARLIAMENTARY SKETCHES.—The Mail is publishing a series of sketches of the prominent men in the present House of Commons. The first given was one of Sir John A. Macdonald and was full of praise and lap dog laudation. The next given was that of Mr. Mackenzie the leader of the Opposition and can only be considered as a grade of abuse of the party to which Mr. Mackenzie belongs.

The Durham Chronicle gives the following division as likely to take place in Grey, in order to make room for the new riding, in accordance with the new bill for the redistribution of seats in the Dominion Parliament:—East Riding—Melancthon, Protton, Osprey, Ardenburg, Collingwood, Euphrasia and St. Vincent. Population, 92,183. North Riding—Holland, Halliwell, Derby, Sydenham, Owen Sound, Keppel and Baraback. Population, 19,980. West Riding—Benlloch, Alton, Egremont and Normanby. Population, 19,582.

ANOTHER FATAL ACCIDENT happened on the track of the T. & O. Railway, at Toronto, on Thursday last. It appears that a train was backing up when a number of men were standing on the track and one of them, Patrick Ryan, was knocked down and the van and nine cars passed over him, killing him instantly. An inquest was held on the body, on Thursday and Friday evenings, when from the evidence the following verdict was rendered:—"That the deceased came to his death from the negligence of James Logan, the conductor of the train." Logan was thereupon committed for trial, and bail was accepted, himself in \$2,000 and two sureties of \$1,000 each.

THE PHRENOLOGICAL JOURNAL for June is an admirable number to close the fifty-fourth volume of that most excellent family magazine. Conspicuous among its contents are, William Orton, President Western Telegraph Co.; What is the Tariff Question? by Horace

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ERIN.—Mr. H. McNaughton writes:
 "I would caution your readers against a
 so-called physician who passes under the
 name of Dr. Arnold. After victimizing
 a number of unsuspecting people in Galt,
 he turned his attention to this part of
 the country, professing to cure all dis-
 eases, but, strange to say, he must be
 paid in advance. When last seen about
 Erin, he wore a magnificent mustache,
 and drove a fine team."

SABBATH SCHOOL ASSOCIATION.—A
 meeting of pastors, teachers, and Sabbath
 school friends is to be held in the Pres-
 byterian Church, Charleston, on Thurs-
 day, July 4th, afternoon and evening, for
 the purpose of organizing a township Sab-
 bath school association, and conferring
 generally on the Sabbath school work.
 Several officers of the county of Peel and
 neighboring associations are expected to
 be present. The first session opens at 1
 o'clock.

OBSTRUCTING THE TRACK.—The
 western train on the Toronto, Grey and
 Bruce Railway, on Monday night, ran
 against a boulder weighing about 300
 lbs., which some miscreant had placed
 on the track near Kenilworth. The
 cowcatcher of the engine was broken by
 the concussion, but otherwise the train
 sustained no injury. *The Confederate*
 says that this is the third time the line
 has been obstructed in the vicinity of
 Kenilworth. We hope that the miscre-
 ant who would thus wantonly jeopardize
 the lives of persons who may be on the
 train, will be found out, and adequately
 punished.

BASE BALL MATCH.

A MATCH of base ball was played here
 on Saturday, between the Star Club of
 Douglas and the Unknowns of Oran-
 ville. The following is the score:

	STARS.									Totals
	1	2	3	4	5	6	7	8	9	
Capt. F. Marshall	1	0	1	1	0	1	1	1	2	8
D. Bairn	1	0	1	1	1	0	1	1	2	8
R. Young	1	0	1	1	1	1	1	0	2	8

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Messrs. CAMPBELL & SONS are about
to erect large additions to their tannery
in Orangeville with a view to entering
extensively into the Manufacture of
Sole Leather. One of the additions is
to be 65x35, and another 30x24. They
are putting in new machinery and vats.
When their establishment gets into oper-
ation it will consume large quantities of
tanbark, and the prices which they are
now offering for that article, we think,
ought to induce the farmers of the adjoining
townships to peel their hemlocks, and
turn their bark, hitherto largely wasted,
into money. Messrs. Campbell & Sons
are intimately connected with the pros-
perity of Orangeville, and we are glad to
notice this new evidence of their enter-
prise and success.

TORONTO, GREY & BRUCE RAILWAY. EXCURSION TO THE CAMP AND NIAGARA FALLS.

By advertisement in an another column
it will be observed that people desirous of
visiting the Volunteer Camp at Niagara,
or of going a little further and viewing
the great Falls, will have an opportunity
of doing so on Tuesday next, at reduced
fares. From Orangeville to Niagara Falls
and return for \$3—to the Camp at Nia-
gara and return, \$2.50. Those who have
friends or relatives among our gallant
Volunteers can visit them and spend a
few hours pleasantly, returning home the
same day. Six hours can be spent either
at the Camp or at the Falls. The fare
is very low, in fact the sail across Lake
Ontario and up the Niagara River is
worth more. We trust there will be a
large turnout on Tuesday morning next
at four o'clock, when the train starts, so
as to connect with the steamer *City of
Toronto* at Toronto.

FIRE IN ORANGEVILLE.

LOSS NEARLY \$6,000.

ABOUT two o'clock on Saturday morn-
ing flames were discovered issuing from
the stables of the Paisley House on
East Broadway. The alarm was imme-
diately given, but owing to the inflamma-
ble nature of the burning material, and
the want of proper apparatus to extin-
guish fire, the efforts of the citizens to
save the building or its contents proved
futile. The flames spread rapidly to the
adjoining stables and sheds of the Pais-
ley House and Commercial Hotel, which,
with a portion of their contents, were
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The Frances Smith called at this post yesterday, bringing the Volunteers up with her from Collingwood. She left again for Duluth and Thunder Bay the same evening with about 175 passengers and a full cargo of freight.

The Postmaster requests us to state, in order that the public may know when and at what hour the office will open in the evenings, that a placard stating the hour at which the office will be open will be placed on the door, and if not on the door by 8 o'clock no mail will be delivered.

The Chicora returned to Collingwood on Monday last, after having been aground at Nepigon river for four days. She was hauled off on Wednesday last week, having sustained very little damage, but as the Algoma has taken her place for the present she will probably go into the dry dock at Detroit for examination and repairs.

Mr. McKENZIE, the contractor for the construction of the Kincaid extension of the Toronto, Grey and Bruce Railway, went over the line from this place as far as Wroter in company with Mr. Simpson, District Engineer, and found it all that could be desired. He purposed commencing active operations about the end of this week or the beginning of next.

Now then, ladies, don't allow such an opportunity to pass you as is offered by Mr. H. G. Broderick, for the purchase of your summer Dress Goods, Cotton Hose, Linen Handkerchiefs, &c., &c. The stock was purchased at prices considerably below the original cost, and great bargains are offered. New advertisement next week.

Last Saturday, while our Volunteers were at the front, the non-commissioned officers and men of No. 1 Company, 31st Battalion, presented Captain G. A. Butchart, of that Company, with a very handsome silver mounted case, as a token of their respect and esteem for him. The Captain graciously acknowledged the compliment, assuring the men that it should always be his endeavor to do his duty by them, and promote their interests as much as it is in his power.

On the morning of the 19th inst., Mrs. Sprout, on behalf of the ladies of Bruce, presented the Bruce Battalion with two magnificent standards. The standards are worth \$400, and are composed of the richest silk, fringed with gold lace—each staff surmounted with a golden crown supporting a lion.

THE PRESS ASSOCIATION.—The programme of the fifteenth annual meeting and excursion of this Association has been issued by the Secretary, Mr. R. Mathison. The members will assemble at Toronto on the 8th of July, and proceed up the Muskoka Territory. The scenery of this trip exceeds that of any other route chosen by the Association. Lakes Simcoe, Muskoka, Joseph and others are studded with islands, while the rivers flow from one to another, and the St. Lawrence in particular. Mr. Mathison, Esq., with great liberality, gives the use of his steamer Nipissing for two days.

PASS HIM ROUND.—A journeyman printer, giving the name of Charles Mason, and saying he was a French Canadian by birth, got work in the Chatham Planet office for one day and a half, on the two last days of May; he got paid for what he did, and

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