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ed at Gates' hotel, and whose name is
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The *Canadian Farmer* gives the follow-
ing remedy for the potho beetle:—Parsis
Green 1 part, float 10 or 12 parts, well
mixed and dusted lightly on the vines
in the morning when the dew is off the
foliage.

Hon. Wm. McDougall was in Lon-
don on Saturday, and drove up to the
Hon. John, Carling's residence. The
Advertiser says it is understood that the
Hon. Wm. is west seeking a constituency.
Why not try London?

The construction of the Grey
Extension of the Toronto, Grey & Bruce
Railway is rapidly approaching comple-
tion. The greater part of the grading
and fencing has already been done, the
principal bridges are well under way,
the ties have been delivered on the
grading, and altogether, the work is
well advanced. The people of Grey
may confidently expect to hear the
welcome neighing of the iron horse this
fall.—*Sun.*

The *Jurham Chronicle* says with
reference to the Wellington C. & P.
Railway from Clifford to Durham:
"Everything so far has been of the most
surprisingly uniform, and we hope before
the lapse of two weeks to chronicle the
expression of the *Advertiser*. The

amount now required from the different
municipalities has been reduced to the
following figures, viz.:—Bentley, \$25,-
000; Thetford, \$40,000; Durham,

\$15,000; and Glenelg, \$10,000."

THE LATTER RAILWAY BONUS.—A
deputation from the Toronto, Grey &
Bruce Railway attended a special meet-
ing of the Lower Council on Saturday
last, with the view of claiming to an
amicable settlement respecting the \$20,-
000 bonus. The deputation offered to
accept \$15,000 as settlement in full, and
let each party pay their own law
expenses. The Council would not accept
the proposal. Mr. Hanson re-
quested that the deputation be invited
back to the Municipality, and that a
sum for \$10,000 or \$12,000 be sub-
mitted to the people. He thought that
such might be ample the railway com-
pany, and he had no doubt that it would
be willingly granted by the ratepayers. Upon
The deputation would not think of accep-
ting the offer, and nothing at all was
agreed upon. A deputation was sent to the
Chairman of the Board of Trade, and a

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We omitted in our last to call attention to the very bad taste of the Times, when it brought forward the false charge. To seize the occasion of the handsome address of the Warden to the County Council to propagate a political slander was, very bad taste. It brought the Warden into juxtaposition with what we well consider this gentleman bushes and others a slander without any foundation against Mr. Sander.

Toronto Railway Extension to Owen Sound.

Those of our readers who, like ourselves, have not before had an opportunity of noticing the progress made in the construction of the Owen Sound Division of our Railway will be surprised to hear that the work of grading and bridging is now all but completed and ready for laying the iron throughout the entire length of Mr. MacKenzie's contract. The stone bridge north of Chatsworth has only recently been laid out, and is consequently only being commenced, but we understand that this will not be a hindrance to the laying of the track southward, and this we can readily believe when we now see the great cut and filling at Murray's brought to grade level, and the heavy rock cutting at Black's being levelled off for the ties. Of course there is much yet to do along the line, such as widening banks, finishing fences, painting bridges and completing station grounds, but that is work that is best done simultaneously with the ballasting. We understand that there is some danger of delay in delivering the railway metals at Owen Sound, and that Mr. MacKenzie has reluctantly been compelled to allow two thirds of his men to leave the work in place of being able to put them into the ballast pits at once as was contemplated. We only hope the iron may reach here in a few days, and that the men who have gone to other roads from this, may be as well treated as they have been by Mr. MacKenzie, and continue to be as great a credit to the laboring class as they have been here.

Camp Meeting.

The Camp Meeting opened yesterday, and there was a large attendance of Ministers of the District and others. It is held on the same ground as last year; but there has been considerable enlargement effected, so as to make it more extensive, and prevent crowding, and to afford room for more tents than formerly. A new feature has been introduced, viz. that of a boarding tent, where a comfortable meal can be had for twenty-five cents. A great number of people are expected to be on the ground on Sunday next. After the close of the open air services, they will be continued in the

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**Marshot Head on the T. G. & E.
Railway.**

A fatal shooting affray took place at

Fri-
day night last, at the Arthur sta-
tion of the T. G. & B. Railway, result-
ing in the death of a young man named
David Hunter, from Orangerille. The
circumstances, as nearly as we can gather
them, are these:—The train from Liver-
pool for Mount Forest, and due at the
latter place at 9.55, had been delayed
somewhat on account of fires that had
occurred along the track. Upon reaching
Arthur station the engine and ten

W. H. Seward's Barton, John Winfield, having in the city. The two were a court admiralty law-
yer were uncoupled and went on to the
sideling for the purpose of taking in
wood. While this was being done, a
man named Ludlow passed close to the
tender, when a stick of wood fell near
him and he at once remarked with an
oath, "you would not mind killing a
man." The heads on the line replied,
and the altercation then ran high.

between them. The Conductor seeing the disturbance, and fearing it might get worse, ordered his hands to "couple up," which they did and the train moved on for this place. Just as the train got in motion Lullow scrambled on to a flat car and crawled with a brakes-

man named Campbell who was in the act of handing the bell cord to the engine driver to connect with the engine bell. The Conductor ordered him off, and immediately after alighting on the ground two shots were fired in quick succession, the first one lodged in the post office van and the second was the fatal one. The shots were evidently intended for the Conductor and brakes.

mean, but as the train was moving, the passenger coach came into line with the shot and young Hunter, who was standing on the lower step of the platform leaning forward, received the shot, it passed through his body at the fourth

severing the pulmonary artery of the lung and lodged in the back-bone. He went into the passenger car and said he had been shot; blood came out of his nose from his mouth and upon being pulled on one of the seats in about ten

THE EQU

An inquest was opened on Saturday morning, before A. E. Dwyer, M. P., County Coroner, at Clewellyn's Railway Hotel, Arthur station, the following jury being empanelled:—J. W. Rod-
ell, foreman, E. J. O'Halloran, J.
Field, J. Birna, W. Huthnaxay, S.
M. Clayton, W. Kindred, W. Perkin,
A. Balintyre, J. Fraser, W. H. Den-
mond, D. McInnes, J. H. Farthing, P.
Cochrane, and the Rev. F. D.

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At about twelve at dinner, we visited for keepers, and we conjectured with the justice we work. A was again prosecuted for lage, when on a green session from Master John called the

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The Twelfth in Chisford.

An inquest was opened on Saturday morning, before A. E. Lordal, M. P., County Coroner, at Oswells Railway Hotel, Arthur station, the following being the陪审团——J. W. Friend, foreman, E. J. O'Callaghan, J. O'Field, J. Derry, W. Hetherway, S. M. Clayton, W. Kinloch, W. Peterkin, A. Daltony, J. Frazer, W. H. Bradnock, D. McLaughlin, J. H. Farmer, P. Gourlay, J. W. Graham and J. Draper. The jury proceeded to the freight-shed to view the body when a post mortem examination took place and the ball extracted. The evidence adduced on Saturday was very reluctantly given and was with great difficulty elicited. Some witnesses stated that as many as four or five shots were fired, and that there were seven or eight in the party of which the two committed were a pair. The inquest was adjourned until Monday, at 2 o'clock, when, at the request of the railway company, it was further adjourned until 8 o'clock p.m., when it was resumed. Mr. McCarthy, of Orangeville, watching the case for the company; Mr. Watt, of the firm of Christie, Cutten and Watt, Guelph, appearing for J. Moore, and Mr. Munro, of Guelph, watched the case for Wm. Ludlow, these parties having been retained by Mr. Ferguson, J. P., for the purpose of justice. As the enquiry proceeded the intention of those who were present at the firing to ascertain the guilty, gradually gave way and the truth appeared on the surface. The examination lasted during the whole of Monday night, until 7 a.m. on Tuesday, when an adjournment took place till 10 o'clock, when it was again resumed and continued until 3 p.m. There were 26 witnesses examined, several, of course, being very trivial, but the evidence of James Moore, in which his version of the whole affair is given, is very damaging to Wm. Ludlow, who is believed to have fired the fatal shot. He was heard to say as he fled "Take that you b—r," and when conversing with one Hewitt afterwards he said, "If I haven't killed the man it's not my fault." The evidence of one Hussard is also very straightforward and conclusive as to the firing of two shots by James Moore, who, it will be seen, is committed along with Ludlow. The pistols used by Moore and Ludlow are in the hands of the Coroner and are very similar in appearance, but the shots extracted from the deceased and the post office van appear to correspond with the one in the possession of Ludlow. The jury after duly considering the evidence before them brought in the following

VERDICT.

"That David Hunter came to his death, on the 12th day of July, A.D. 1872, at or near the Arthur station of the T. C. & B. Railway, from a revolver or pistol bullet, fired by either Wm. Ludlow, of the township of Arthur and county of Wellington, or James Moore, of the village of Arthur in the said county. And we further present, that we consider the conduct of George Littleton, Isaac Hewitt, Robert Farmer, Richard Brandon, George Church and Alex. Ogden, on that occasion, highly censurable."

"With reference to the latter part of the finding we consider the jury acted rightly, for, in regarding the evidence, we find their conduct throughout most reprehensible. The two prisoners were at once committed to Thorip jail upon the Coroner's warrant. This sad affair happening so closely upon the Ostrander case has raised the state of feeling to the highest pitch in and around Arthur village."

is the history of Men, who, so large, regarding talents, self-delusion did the Orangemen on this occasion. All appeared to have enjoyed themselves, and nothing whatever occurred to mar the harmony of the proceedings, which were brought to a close by a promenade dance in the evening, which was well attended by the youths of both sexes.

MURDER AT ARTHUR. A MAN KILLED ON THE CARS!

A MOST dastardly murder was committed at Arthur on the evening of the 12th of July. As a western bound train on the Toronto, Grey & Bruce Railway was leaving the station an alteration took place between some of the employees on the train and a party of men who were loitering on the platform, whereupon some of the latter drew their revolvers and fired at the train, killing a passenger named David Hunter, a resident of Orangeville, who happened to be standing on the platform of one of the passenger cars at the time. The ball entered his left breast, just beneath the nipple, and cutting the leading artery to the heart, lodged against the back bone. Hunter, observing that he had been "shot," walked into the car, and died in a few minutes. Several shots were fired, but fortunately missed their aim. Mr. Geo. Campbell, the brakeman, for whom the fatal shot was said to have been intended, narrowly escaped a second shot, the bullet which was coming in a direct line for him, being intercepted by a nail in the corner of the post-office car. Mr. S. Leslie, the postal clerk, also narrowly escaped, one of the bullets having grazed his head.

As soon as the fatal effect of the firing was ascertained, the train was backed up to the station, and the body of Hunter removed to the station house. An inquest, commenced on Saturday and concluded on Tuesday, was held on the body of Hunter by Dr. Ecroyd, of Mount Forest, and an intelligent jury. Several witnesses were examined, whose testimony went to show that George Moore, a blacksmith, of Arthur, and William Laidlaw, a farmer, residing near Arthur, were the parties who fired at the train, and both were immediately arrested and committed to jail to stand their trial.

The body of Hunter was brought to Orangeville by the evening train on Saturday, and interred in the Presbyterian burying ground on Sunday, by the members of the Orange Association, of which Order he was a member. The funeral was well attended, the mournful procession being over a mile in length, and containing 120 vehicles. The deceased was a son of Mr. Joseph Hunter, of the Gore of Garafraxa, and the sympathy for the bereaved parents was general.

THE TWELVTH IN ORANGEVILLE.

The Anniversary of the Battle of the Boyne, one of the most memorable events in British History, was celebrated in Orangeville on Friday, by an impos-

ing assembly, that the proportion of their own assessments was reduced and that of the village increased when assessments were transferred from their then unformed second section to the first.

In the assessment books, the names of taxpayers would be as usual according to geographical position, but against the names of those voting for a railway out of their own section, a mark might be placed indicating the separate list where assessment might be found, or amount of taxes might be entered in another column without a separate list being made.

At the end of probably twenty years, or when first bonds debentures have been paid, a sectional assessment falls in to the whole Township. This section (its debentures being cancelled) will now have to pay such proportion of common taxes, as its assessment bears to the whole assessment of the Township. The difference between what it pays when rid of its debenturers, and what it would have paid, had its debentures continued, goes to reduce the payments of other sections in proportion to the sums they are paying. In like manner, when another section becomes free from debt, the proportion of each section's taxes will again have to be fixed, a change being made each time a section's debentures are paid.

In a railway running a great distance through a country, there will probably be great disproportion in the benefit likely to be derived from it to the different Townships along its course, some places having great natural advantages, being calculated to rise rapidly, while others possessing advantages not so great, may be rather regarded as necessary links in the chain.

In each case, assessments being taken at some indication of relative value, it seems the bonus of each, or if in a common ratio of the whole, what part of the total yearly sum payable for interest of debentures, and to form sinking fund such ought to pay, should be determined by the future benefit expected to each from the railway.

Looking next to Townships or sections of counties, it is very remarkable, that, while to things of confessed public utility, schools, agricultural societies, the militia and others, the County Council generally gives or supplements donations, yet to one of its own sections, as soon as it begins to have increased prosperity, prosperity artificial, and known to be encumbered with debt, it would be likely to take the earliest opportunity and advance its taxation; thus, so far as in it lay hindering the permanent improvement of both township and county. The policy of Government, or rather the county often giving aid to a single railway as influencing in some degree the welfare of the whole people; the council with a railway used more or less by all its people saving probably the making of macadamized roads, and from which if the expectations of its contributors be at all realized, an increase of taxation must eventually come to the county, would yet most likely (from the nature of its constitution and usual method of business) be disposed to raise the comparative taxation of the railroad-building Townships.

Seeking a rule as a remedy for this,

Hoping through your columns that these views may obtain more extended publicity by becoming transmitted hence to other journals, and believing that they would work beneficially, applied to either townships, corporations, or railway companies. I am yours respectfully, G. B. SCOTT, Guelph, July 16, 1872.

News of the Week.

CANADA.

Mr. A. FAREWELL, M.P., of Oshawa, has a field of corn which now stands six feet high.

A DESTRUCTIVE fire took place at Berwick on Tuesday, destroying Suidel's hotel and other places.

A SPARROWING with four men on it gave way at Picton on Saturday and one person was very seriously injured.

DUNDURN CASTLE and grounds in Hamilton, formerly the residence of the late Sir Alfred Napier McNab, have been purchased by Mr. Donald McRae, wholesale merchant, of that city.

NELSON'S MONUMENT in Montreal is being carefully restored. It is not a beautiful structure, but it is interesting from the fact that it was originally built by some gentlemen of Montreal who were at a loss when the intelligence of the battle of Trafalgar reached that city.

A MAN named John Scott, an employee on the Welland Railway, was struck on Tuesday afternoon while riding on the top of a freight car between St. Catharines and Merritton. He was conveyed to his home in an insensible condition, from which he had not recovered.

CATTLE DISEASE.—We learn that a new disease of a most malignant type has lately attacked a number of cattle in the neighborhood of Stony Creek, and in every instance proved fatal. About a dozen fine cows have died of it within the past few days. The disease, which does not appear to be at all understood, seems to be in the animal's head, and generally causes death in a few hours after the first attack.—Times.

A DIABOLICAL attempt to throw a train off the track is thus referred to by the Belleville Ontario of Wednesday:— "We learn from a reliable source that two successive attempts were made, during the last two nights but one, to throw off the express train going east, somewhere between Shantyville and Napanee. Ties were used in each case, one of which being caught by the engine was nearly cut through. The matter has hitherto been kept quiet with a view of detecting the culprit."

A DREADFUL case of killing has just occurred on the Lower Town Market, Quebec on Tuesday. The Captain of a brig had just landed with his steward, a negro lad, when the latter recollects that James Dillon, who made overtures to the boy to leave the vessel. Captain Pellerin interfered, and as alleged was struck by the crimp. The Captain seized a butcher's axe, within reach, burying it in Dillon's body, the man lived long enough to receive the rites of his church. Capt. Pellerin gave himself up to the police and

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THE TWELFTH IN ORANGEVILLE.

The Anniversary of the Battle of the Boyne, one of the most memorable events in British History, was celebrated in Orangeville on Friday, by an imposing Orange Parade, in which the members of fifteen Lodges participated. At nine o'clock the members of the Town Lodges assembled at their respective Lodges Rooms, and after arranging the programme for the celebration, formed into procession, and marching along Broadway, were joined at the Credit Bridge by the Purple Hill Lodge. The procession then returned and was joined on West Broadway by the Lodges from Amaranth and East Garafraxa, and shortly after on First Street, by the Lodges from Mono. The procession then proceeded to the Station, and being joined by the members of the Woodbridge, Kienburg, Bolton and Caledon Lodges, who arrived by the morning train, returned to Broadway, headed by a splendid Brass Band, playing appropriate airs. After parading the principal streets the procession broke up on its arrival on the Fair Green, and the brethren proceeded to the various hotels where excellent dinners had been prepared for them. About 2 o'clock the procession was reformed, and after a short parade, it brought up on the Fair Green, where the brethren were addressed by the Rev. W. E. McKay and others.Cheers were then given for the Queen, the Royal Family, Mr. Johnston, M.P. for Belfast, and leader of the Orange Association in Ireland, the Orange Institution, &c., after which the brethren who had arrived by the train were escorted to the station and embarked for their homes amid loud cheers. The Town Lodges then escorted the country Lodges some distance out of town, and the proceedings were brought to a close by a social entertainment in the evening. It is estimated that over 1,000 persons marched in the procession, while the crowds who accompanied, probably numbered 1500, a large portion of whom were ladies. The gathering was the largest ever in seen Orangeville on any similar occasion. The proceedings throughout were characterized by sobriety, harmony and good order.

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Correspondence.

SECTIONAL RAILWAY BONUSES.

Mr. Editor

SIR,—In my last, after trying to establish the principle that bonus-giving sections, should pay till termination of debentures, such proportion of common taxes as paid by them the first year after granting bonus, I promised to advert to cases where there might be two or more sections in a Township, and to Townships

Pursuing the principle to the case where a second bonus-giving section is formed, a similar practice would be employed. Whatever proportion of common taxes it is paying the first year, it would continue to pay till its debentures become cancelled, as in the first, railway increasing assessments from new property causing a reduction in the rates. Those belonging to this second section, who voted to the first, would pay the bonus also to their own section, among other reasons their farms being likely to advance more in value from having a railway in their own section. At first sight it might seem as if by paying taxes to another section, they weakened their own, but this will not be the case, as it must be

tributors do at present, no taxation of taxation must eventually come to the county, would yet most likely (from the nature of its constitution and usual method of business) be disposed to raise the comparative taxation of the railroad-building Townships.

Seeking a rule as a remedy for this, the one before laid down ("that similar portions of common taxes should be paid from beginning to end of debentures") does not seem to apply so well—another therefore must be sought. Taking the number of mills in the dollar taxed for railway purposes in each Township, and its equalized assessment, multiplying the number of mills by 2, 3, 4 or other number as seems most right then using this as a percentage to be deducted from equalized assessment, any desired adjustment could be equitably made. Thus supposing two Townships taxed for railway purposes, the first at 3 mills, the second at 6 mills, 2 being agreed upon as a multiplier, then 6 per cent would be taken from equalized assessment of first, and 12 from second—if three be used then the first assessment would be reduced 9, and the second 18 per cent.

Where in a Township there may be sections variously formed paying different railway rates, the average rate will be found by dividing the whole sum collected for railway purposes by the whole assessment. It would seem that County Councils after comparing assessments, and necessary equalizing them, ought afterwards to request them, making deductions for different degrees of railway indebtedness. They would thus have in addition to valuations of assessment and equalized assessment as now, another for adjusted equalized assessments. An enactment, a general one of government fixing the range or highest and lowest rates permissible, or if thought expedient, as a special one of its own might be made by council.

Much complexity in the affairs of a Township, and discord amongst its people, it was feared by many as well as myself, would be introduced by dividing it into sections, but after investigating the subject, in connection with the changes here laid down, the difficulty vanishes, and it appears much fairer that disputing concessions, if they so desire, should not vote, rather than that they should have the giving of a bonus forced upon them, especially on considering that they may have hopes of a railway coming nearer to their location.

Reviewing and collecting the principles here attempted to be enforced, it may be repeated, that "similar portions of common taxes should be paid, from beginning to end of bonus debentures, no change being made in a section's relative taxation till twenty years or its debentures terminate, that ratepayers voting two or more bonuses will (according to the time such commence and expire) have their assessments and taxes transferred from one to another, to the end that they may have the benefit of any diminished taxation there may be in the second bonus-giving section, after the first has expired &c.; that where a common vote of different townships or sections is taken the amount of bonus of each, or yearly sum each will have to pay ought to be determined; otherwise, continual contentions will be likely to arise, each party trying to shift the burden, and that, with respect to the next principle, "assistance from county councils," it may be observed, that this would assist a section, at the very commencement of making its payment, and in all likelihood would be returned to the county (from increased assessment) in a short time—many years before the expiration of debentures.

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Barley	0.58 a 0.60	
Oats	0.38 a 0.39	
Peas	0.64 a 0.65	The al ately if r excellent
Hogs	5.00 a 5.75	Village o and Saw will soon Toronto.

New Advertisements.

Railway Works.

MOUNT FOREST TO HARRISON

THE CONSTRUCTION of this SECTION of the Toronto, Grey & Bruce Railway will now be commenced forthwith.

T E N D E R S

For Clearing, Fencing, Grading, Ties, Bridges, &c., either together or separately, will be received up to

WEDNESDAY, THE 31st INSTANT,

At the office of the undersigned, Main Street, Mount Forest, where plans and specifications of the works may be seen.

On the following week tenders for the section from Harrison to Wroxeter will be received.

MACKENZIE & CO.,
Contractors.

Mt. Forest, July 22, 1872. 227-td

STRAYED.

WENT ON TO THE PREMISES OF the subscriber, lot 18 on the 11th concession of Arthur, on the thirteenth day of July last, two red milk cows and one two year old heifer. The owner is requested to prove property, pay expenses, and take them away.

MICHAEL DENOVAN, Junior.
Arthur, July 17, 1872. 216-c.

Given Away.

Chromos worth twice and three times the subscription price are given away for one and three subscribers to the

MANUFACTURER and BUILDER,

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TWO FARMS FOR LE

THESE undeveloped are estimated to be the very best farms in the County of Grey, each, with clearances of 60 acres each. Farms here about 40 x 80 feet, and Dwellings 30x30; good bearing orchards, and a good supply of fence mostly cedar rails in good legal clear lots, high, rolling, free from stones, first-class cultivation—good chances for paper-making 7 miles of the town of Owen Sound must be told.

HEMING & BAN.

The Stephens' Fe.

FARM AND TOWNSHIP BOUND T.L.H.

STEPHENS'.

Double Brace Incloses etc.

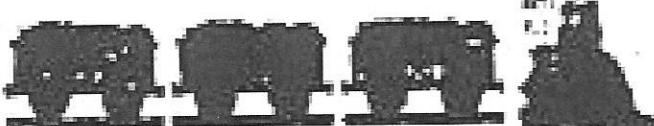
The Cheapest and Most Durable Fences built and which will unquestionably last.

Fence of Armor.

Terms Liberal. Apply to the inventor.

R. E. STEPHENS

Or Geo. A. M. STEPHENS
Hardware Merchant, O. and



Toronto, Grey and I.O. Railway.

On and after MONDAY, 11th MARCH, are the trains from Orangeville to Mount Forest and from Mount Forest to Orangeville will be increased. The train now leaving Mount Forest at 3 p.m., will leave at 12 noon. Other particulars.

EDMUND W.R.
(General Manager.)

Dear Sirs, Toronto,
March 7th, 1873.

For Broad Axes,

Go to HEMING & BAN

For Blasting Powder

Go to HEMING & BAN

Reduced
Holding fee
\$5000.
to deposit.

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MUSIC! MUSIC!!

To any person sending us the names of four new subscribers to the CONFEDERATE and four dollars in cash we will mail to their address, Peters' Musical Monthly, for six months from July to December. The sheet music alone would be worth \$20.

On Monday night a very heavy rain storm visited us lasting several hours.

FATHER GAVARZI is lecturing throughout Ontario, on behalf of the Christian Church of Italy.

Dr. TERRE, from Nova Scotia, has come on a missionary tour through Ontario on behalf of the Government.

A reply to the communication of "Sufferer" is too late for insertion this week. Will appear in our next.

PRO-SAC.—The employes of the T. G. & B. Railway Company propose to hold their first picnic in a grove near the village of Woodbridge on Saturday next.

Lance Flock or Sack.—On Friday last a book of shovv, lumbering 900, and owned by Mr. George Head, of Guelph, passed through this town, en route for the former.

ARTISTS.—The Artistic Society, Boston,

Mass., New York.

HOSPITAL CRIME.—The Christian Times of last week says:—Just as we go to press, we have the painful duty of chronicling an awful outrage. Samuel Deller, the colored barber of Listowel, lately accused of murdering his wife arrived in the village this (Wednesday) afternoon. His daughter Ann, a little over 14 years of age, engaged as a servant here, with Robert Allen, was visited about 6 p.m. by Deller, and taken by him towards the man between the railroad and the gravel road. Some neighbors suspicious of the appearance of matters, from the character borne by Deller followed, and two young men of the names

the willow for their second innings, in accordance with the rules of the game, they being in a minority in the first innings. The twenty-two did somewhat better this day than previously, their fast wicket coming down for 67, making a total of 115, leaving the Englishmen the victors by one innings and 140 runs. We append the

SCORE.

THE GENTLEMEN OF ENGLAND.

W H Green c Benjamin, b Laing.....	82
C J Ottawa b Hardman.....	24
A N Hornby b W B Green.....	39
A Lubbock b Laing.....	6
Hon. G Harris b Green.....	4
C R Francis c Mackenzie, b McLean.....	11
E Lubbock c Jones, b McLean.....	18
A Appleby c Hardman, b McLean.....	9
W M Ross not out.....	15
F Pickering c Mills, b Laing.....	19

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The Board:

THE CANADIAN TRUSTEES.

First Innings.

G McLean b Ross.....	4
J Laing c Hartley, b Ross.....	4
J Laing c Francis, b Ross.....	0
E Ross b Ross.....	0
H MacKenzie and b Appleby.....	0
W McLean b Ross.....	0
G Murray b Ross.....	0
H Green b Appleby.....	0

Arthur

units of Africa are still very productive.

A PROCLAMATION has been issued by the Governor-General warning parties from taking part in the contemplated exodus to Cuba.

HEYBURN BACK.—The sum of \$10,000, granted by the Township of Linwood to the Toronto Grey and Bruce Railway Company, will never be paid, as the Debentures were handed back to the Township a short time since, and turned by the Clerk of the township in presence of the Council.

RAILWAY COLLISION.—An accident took place near Copetown on the U. W. Railway last Friday morning on this line:—No. 11 express train going east should have gone to a stand to allow a freight train to pass at Copetown;

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Tuesday.

Changes in Ontario
and Quebec Saturday,
and in Monday,
and Tuesday. Mr.
John C. Price
resigned his
position as Receiver
of the Bank of
Montreal, division
was selected Mr.

The severe illness
is attributed to his
excessive work.
As a result, An
tonio G. Lanza
is the man now stand
ing at the helm.

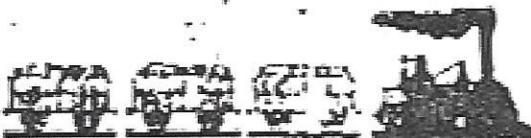
In consequence the
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Toronto, Grey and Bruce Railway.

ALTERATION OF TRAINS.

ON AND AFTER MONDAY, THE 10 AUGUST
trains will run as follows:

Leave Toronto 7:40 a.m.
Arrive at Orangesville 10:45 a.m.
Leave Toronto, 3 P.M.
Arrive Orangesville 6:30 p.m.
Arrive Mount Forest, 7:30 p.m.
Leave Orangesville 7:45 a.m.
Arrive Toronto 11 a.m.
Leave Mount Forest 12 noon
Leave Orangesville 1 P.M.
Arrive Toronto 4:30 p.m.

Cross connections made at Toronto by all trains
with Grand Trunk and Great West's Railways for
the East and West.

For further particulars see Time Tables.

N. WEAVER KENNEDY,
General Manager.

Head Office, Toronto.
Aug. 5th, 1872.

Queen's Hotel, CONSIDER EXHIBITION & SCENIC STREETS.

OWEN SOUND, ONT.

HAVING recently changed hands, is now one of
the best conducted hotels in the Province. To
the hotel and the business man, this
house offers special advantages—its fresh healthy
situation, facilities for boating and splendid fishing
in the surrounding river and harbour, combine to
make this house second to none in Western Ontario.

H. KENNEDY. H. KENNEDY.

Manager. Proprietor.

WATCHWAKING J. K. VICK

WATCHMAKER & ENGRAVER, desires to in
vite to his friends that he has removed to
Three Roads, and will commence business on Lakes
Street, next door to H. Taylor's, as soon as the above
can be fitted up, where he will be prepared to ac
tend to all orders in his line. In the meantime
don't send your Watches out of town.

PRECENTOR WANTED.

IN KNOX'S CHURCH, to whom a liberal salary
will be given. He will require to enter upon
his duties on the first Sabbath of October next.
Apply to the REV. DUNCAN MORRISON.

50 Union Street.

Mortgage Sale.

By virtue of a Power of Sale contained in a Mort
gage, which will be produced at the time of Sale.

Sheriff's Sale

COUNTY OF GREY, 10 S.
to 10 P.M.
1872, at the office of
Sheriff, at Owen Sound,
Town of Owen Sound,
and Township thereof,
square and opposite the
Market, under a tree in
the County Court of the
following suit, between
Kate McMillan, Plaintiff,
and Samuel Howay, 141
Lot number one in the 1
South half of Lot No.
1, Township of the Town
County of Grey, entitled
the plaintiff of issue.

Sheriff's Office, Owen Sound
August 21, 1872.
First published Aug. 22.

Sheriff's Sale

COUNTY OF GREY, 10 S.
to 10 P.M.
1872, at the office of
Sheriff, at my office in
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South half of Lot No.
1, Township of the Town
County of Grey, entitled
the plaintiff of issue.

Sheriff's Office, Owen Sound
August 21, 1872.
First published Aug. 22.

Sheriff's Sale

COUNTY OF GREY, 10 S.
to 10 P.M.
July 22, 1872,
Justly's Court of Queen's
against the Land and
Matthew Fraser deceased
in the 1st and George H.
that will and testament de
ceased, defendant.
The said Fulton, Plaintiff
in respect to the Land b
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of the said Matthew F.
of the said George H.
namely: The North Hi
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Sheriff's Office, Owen Sound
July 22, 1872.
First published July 23.

Sheriff's Sale

col and the harvest all reaped." A very practical people they of St. Andrews, and no better method of testing the sincerity of would be candidates than that, which they adopted. It would bear copying in Ontario, to the great advantage of electors, and the discouragement of many promising aspirants after parliament.

very dignified.

THE RAILWAY.

The arrival at the Lake Superior wharf of large quantities of railway iron, causes quite a stir in that locality. Arrangements are being made to lay a track to the end of the wharf, which will for the present be the Owen Sound terminus of the railway. The deep water at that place, and the absolute safety of vessels lying there, point it out as the natural locality for a connection with the Lake Superior Steamers. The Steamer Algoma has loaded three cargoes of iron, and a large number of car axles and wheels. The work of track laying is to be commenced at once. An engine is under way and is expected in a few days. No time will now be lost in pushing on the road to completion. From Orangerville northward the track is being laid and we may hope that before Winter sets in the road will be running through to this place from Toronto.

To the Editor of the Advertiser.

Sir, — The following article having been refused as insertion to the Times, by giving it a place in your paper, you will much oblige

Yours truly,

O. E.

A word in conclusion.

We wrote yesterday for the purpose of referring to it again, "or, illustrating the point further,"

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Orangeville and Vicinity.

A MOVEMENT is on foot to extend the Toronto, Grey & Bruce Railway from Wroxeter, via Ainsleyville, Seasforth, Brucefield and Varina, to Bayfield.

THE GALT AND DOON RAILWAY will be opened for traffic some time in November. Work on the line is being pushed forward with an energy which reflects credit on the contractor.

THE WELLINGTON, GREY, & BRUCE RAILWAY has been opened to Paisley, a distance of 35 miles north of Guelph. This leaves only 17 miles to be completed to reach Southampton, the terminus of the road on Lake Huron.

"The Tea Mart."—This new store, situated on Broadway, was opened on Monday by Mr. R. J. McNichol, with a choice stock of fresh teas, groceries, crockery, &c. The quality of the goods, and the low prices at which they are offered, cannot fail to draw hosts of customers to the counters of the "Tea Mart."

THE MAPLE LEAF STORE has changed hands, Mr. J. Powell having succeeded Mr. T. MacAdam in the establishment and its business. The new proprietor has just opened out a large stock of teas, groceries, provisions, crockery, &c., and prudent housekeepers will find it to their advantage to give him a call.

MR. BARBER & BROS. are erecting a large wing to their Paper Factory at Georgetown, and furnishing it with the most approved machinery for the manufacture of paper on an extensive scale from wood. The number of employees in the firm's service will be largely increased by this new addition to their works.

A FRIEND MEETING in connection with the M. E. Church, will be held at Galtstrand on Sunday the 15th of September. Sermons will be preached at 10 A.M. by Rev. Mr. Gilbert, of Collingwood; at 2 P.M. by Mrs. Gilbert; at 4 P.M. by Rev. H. Largo, and at 6:30 P.M. by Mr. Ezra. The public are cordially invited to attend. A collection will be taken up at the close of the morning and evening services.

DR. KIRK'S ILLUSTRATED HISTORY OF THE BIBLE is now being circulated in this town, and according to the testimony of ministers and learned men everywhere, this is the most valuable work ever issued in explanation of the Scriptures for so reasonable a price. Already more copies of this work have been sold than of any work ever published, except the Bible itself; about half a million copies having been sold in the old country, and now it is republished in this, and about 300,000 have been sold. Over 500 orders have been taken in London, Ontario. It is highly recommended by all the clergymen of Orangeville, and should have a place in every family. A large amount of copies have been sold here, and the canvas is still going on by the agent, Mr. E. H. Hall.

TEMPERANCE MEETING.—An enthusiastic temperance meeting was held under the auspices of the Good Templars, in the Temperance Hall, Orangeville, on Monday evening, at which over 200 persons were present. Rev. S. C. Keight presided as chairman, and carried a very impressive address in favor of Temperance, delivered by the Revs. G. Gilford, J. Brown and H. Largo. The Primitive Methodist Choir also contributed to the interest of the meeting by singing some fine temperance pieces. The meeting was quite enthusiastic, and

showed in the rearrangement of the country in the north-western part of Ontario for municipal and judicial purposes will be proposed by the powers that be. The most feasible centers for new formations of this description may be found at Orangeville, Collingwood, Mount Forest and Listowel. These would permit the establishment of counties sufficiently large to be easily managed, and not too large to require another redistribution in the course of some five or ten years. We believe these formations would prove acceptable to the majority of the inhabitants of the municipalities interested, and would supply much needed facilities for the transaction of the municipal and judicial business ordinarily done at county towns. We hope that due attention may be paid to the matter and appropriate action taken without delay.

T. G. & R. RAILWAY PIC-NIC.

The annual picnic of the employees of the Toronto, Troy, and Bruce Railway was held on Saturday, in the Grove at Woodbridge, one of the stations on the road. The affair was of a highly pleasing and successful character.—About 600 persons were present, among them, John Gordon, Esq., President; Mr. E. Wragge, Chief Engineer; Mr. N. Weatherston, General Superintendent; Mr. W. Sutherland Taylor, Mr. George Dixon, and others belonging to the company's staff. The recreations on the ground consisted of games, dancing and other amusements, all of which were entered into with the greatest heartiness by the company. The prize list was large, and the games committee were sincere in their expression of thanks to the Hon. George Brown, Hon. John Crawford, Messrs. F. Shantz, J. Shedd and other gentlemen for their contributions towards this end. Everything passed off in a satisfactory manner throughout the day, closing with the delightful trip home—winding around the curves and gradients of the road where, in places, it almost seemed as if the occupants of the different cars were face to face. The quadrille band, which was present throughout the day, added to the pleasure. The following is the prize list.

QUOITS.—1st, J. Jilliet; 2nd, J. Dickson; 3rd, F. Stuckly.

PUTTING THE STONE.—1st, E. Verrell; 2nd, J. Morrison; 3rd, W. Osborne.

JUMPING WITH POLE.—1st, H. Shutclowthorpe; 2nd, H. Davidson; 3rd, M. Redmond.

MEN'S FLAT RACE.—300 yards.—1st, E. Verrell; 2nd, M. Redmond.

Egg SPOON RACE.—1st, W. Wetts; 2nd, John Taylor; 3rd, W. Coneyworth.

RUNNING HIGH JUMP.—1st, Edmond Wragge; 2nd, J. J. Clarke.

HOP, STEP AND JUMP.—1st, J. J. Clarke; 2nd, H. McMan; 3rd, W. Hyde.

FLAT RACE.—150 yards.—1st, J. Murphy; 2nd, W. Varrell; 3rd, W. Newman.

GIRL'S RACE.—under 12—1st, Miss Watson; 2nd, Miss A. Pilgrim; 3rd, Miss Olive Brown.

SAGE RACE.—1st, W. Coneyworth; 2nd, W. Osborne; 3rd, T. Logan.

FLAT RACE.—Men (over 40 years)—1st, G. Macdonald; 2nd, F. Spy; 3rd, T. Rus.

FLAT RACE.—Boys (under 12)—1st, S. Davidson; 2nd, G. Moody; 3rd, J. Spy.

WOMEN'S RACE.—1st, Miss Kirk; 2nd, Miss M. Spy; 3rd, Miss Elliot.

MARSH WOMEN'S RACE.—1st, Mrs. Evans; 2nd, Mrs. Dunn; 3rd, Mrs. Burton.

SPRINKLE RACE.—Mr. Abell's employees.—1st, G. Bentley; 2nd, R. Williams; 3rd, G. Bell.

CONSOLIDATION RACE.—1st, J. Hunt; 2nd, J. Ellis; 3rd, S. Edwards.

SCATTER RACE.—1st, Miss Spy; 2nd, Miss McNulty; 3rd, Miss Chapman, erect stand.

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Samp Hall, on Tuesday, October 1.

THE yacht *Isa.*, of Toronto, won the first prize at the International regatta at Port Huron, on Saturday.

On the Gib. inst., the barn of Mr. R. Morris, on the 10th con. of Bruce, was destroyed by fire, caused by lightning. All his grain and a mare were burnt; no伤者.

On her last trip up, the *Friar* Smith had on board a company of Royal Engineers of forty-eight men and five officers en route for Fort Garry.

SATURDAY Council will meet for the distribution of trophies, at Brown's School House, on Saturday eveg., 11th inst.

Mr. J. Tucker, of the Devonshire Works, is busy opening out his new Fall Stock. New advertisement next week.

The Wabasso called here on Monday evening, and shipped a large quantity of freight for Bruce Mine.

The Algoma, discharged another large lot of iron, to be used in the construction of the T., G. & B. Railway, at the Superior Wharf on Tuesday night last.

A LITTLE boy, four years old, was bitten by a wild dog, in the Township of Kincardine, on the 3rd inst. Medical aid was promptly obtained, and the boy is now considered out of danger.

RECENTLY a man ran through Detroit, bouting that he was looking for "the road to heaven." He was wasting time looking for that road in Detroit; it doesn't run there.

The hull of the Mary R. Robertson, of Kinocardine, which was burnt some time ago at the Pirates of Meekinaw, has been raised and taken to Detroit, where she is being rebuilt.

CHICAGO keeps three police courts running to meet the demands of justice, created shortly by the two thousand arrests it boasts of.

In Guelph, on the 7th inst., a base ball match was played between the Maple Leaf Club, of Guelph, and the Dacotahs, of Toronto. The former won the game -

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a short time, however, and then, he had no doubt, saw mills and other factories would spring up in all directions, and they would get in much traffic as they could carry probably. His felt that he would not be doing justice to their able and energetic Managing Director if he did not bear testimony to the satisfactory manner in which he had managed the road during the past year. (Applause.) To him in a great measure was due the success of the road, whose affairs he had conducted with a prudence and a discrimination which was beyond all praise. (Applause.)

Mr. Worts seconded the report. In doing so he remarked that when out on the line on the previous day he could not help noticing the improvements going on, the village springing up along it. He was quite satisfied that the President had not said one word too much about the success of the road or about its management.

Mr. Gorrie said that he doubted very much whether gentlemen living in the city could fully appreciate the great advantage of having that road, or the great contrast between the present appearance of the country through which it passed, and its appearance when they were agitating for the bonanza. He was safe, he thought, in saying that the road had enhanced the value of the property through which it ran at least 50 per cent. (Applause.) Every one who had anything to do with the road must feel proud of the prudent and economical manner in which it had been managed.

The report was then adopted *anso con.*

Mr. Worts moved, seconded by Mr. Tice, H. Lee, that the thanks of the meeting be given to the President, Directors and officers of the company for the efficient manner in which the works of the railway have been carried out during the past year; and that each Director be paid the sum of \$50 for every meeting attended by him during the past year, clarified.

Mr. P. XXX moved, seconded by Mr. Campbell, "That the sum of \$4,000 be paid Mr. Wm. Gooderham, Jr., for his efficient services as Managing Director during the past year." Carried.

Mr. Gooderham returned thanks.

Mr. Gorrie moved that Messrs. Charles Robertson and Henry Fullatt be scrutineers, and that the poll for the election of directors close after it had been open five minutes without a vote being received.

The motion was seconded, and carried.

Mr. Worts moved that the following gentlemen constitute the Board of Directors for the ensuing year:—Messrs. John Shedd, Wm. Gooderham, Junr., Joseph Gould, Jas. E. Ellis, Hugh McDonald, H. P. Dwight, Wm. Coghill, Geo. Gooderham, and A. T. Fulton.

Mr. Miller enquired what were the prospects of a station being erected at Milliken's Corners.

The Chairman said he thought that the Directors some time ago made a proposal to the effect that if the people about Milliken's Corners gave the ground and a little money, the Directors would put a flag station at that place.

Mr. Gooderham said that the people at Milliken's Corners had said that they would build a platform and put up a small shed, and the Directors had told them that if this were done the trains would stop on being flagged. The persons asking for the accommodation had not done anything, however.

On motion, Mr. Shedd vacated the chair and Mr. Worts took it. A vote of thanks was then passed to the former for his conduct while in the chair.

A ballot having been taken, and five minutes having elapsed from the time the last vote was received, the scrutineers reported that the gentlemen proposed by Mr. Worts unanimously elected directors for the ensuing year.

The meeting then adjourned.

At a meeting of the Board of Directors, subsequently held, Mr. Shedd was re-elected President, and Mr. Wm. Gooderham, Jr., Vice-President.

THE TORONTO GREY AND BRUCE.

The annual meeting of the Toronto Grey and Bruce Railway, was held at noon yesterday. The President, Mr. John Gordon, in the Chair. Among those present were the Secretary, Mr. W. Sutherland Taylor, Moses A. Baxter, Hugh Miller, Henry Pellet, W. S. Lee, E. Wrage, J. G. Worts, John McNab, Thos. H. Lee, G. J. Campbell, J. M. Trent, Hon. John McMurchie, and Major Arthur.

The notice calling the meeting having been read, the Secretary read the annual report, which was as follows:

ANNUAL REPORT.

TORONTO, 11th September, 1872.

The Directors have the honour to submit

most humblest thanks to the shareholders in England, who have not yet received their dividends which should have been delivered in April last, and consequently, it has been quite impossible for us to do any banking.

Messrs. Mackenzie & Co. have made a commencement with the work on their contracts on the Bruce Extension, but not yet only a small quantity of work has been done. In a week or two, however, more will be more plentiful, and I anticipate that a considerable portion of the grading will be well advanced this fall.

The road from Weston to Ormstown is now in first-class order, and in a few weeks more will put that portion between Ormstown and Mount Forest in similar condition.

I have the honour to be,

Gentlemen,

Your obedient servant,

EDMUND WRAGE,

Chief Engineer.

Statement of the Receipts and Expenditure of the Toronto, Grey and Bruce Railway Company, from June, 1869, when work was commenced, to 30th June, 1872.

RECEIPTS.	\$175,000.00
Calls on stock	\$175,000.00
Bonuses as follows:—	
Received from Howard	\$75,000.00
Recorded from Trustees of Municipal Dept. of Bruce	500,185.03
Total Bonds sold	750,000.00
Bills payable	225,247.40
Drawbacks retained from Contractors	45,833.07
	\$1,855,000.10

EXPENDITURE.	\$1,855,000.10
Expenditure to 31st August, 1871, per last audited statement	\$1,184,905.48
Preliminary expenses	200.00
Advertising and printing	458.00
Interest and discounts	10,308.00
Office expenses, including collector's salary and office furnishings	8,584.71
Law expenses, including collector's salary and office furnishings	9,920.80
For receiver, Weston to Mount Forest, Office furnishings	18,558.00
Right of way, Weston to Mount Forest, Ballasting and tracklaying, Weston to Arthur	745.12
Stations, tanks, and tank-houses, Weston to Mount Forest	67,017.00
Construction, Weston to Mount Forest	11,437.74
Rolling stock	187,817.63
Director's fees	53,174.00
Mail and express in traps	1,211.00
Discounts & losses	10,400.00
Iron and steelings	8,193.67
Interest on bonds	20,029.24
Rentances around	31,494.81
Grey extension, construction	281,429.24
Bruce extension, construction	13,315.41
Gauge in hands and on hand	1,955.60
	\$1,855,000.10

REVENUE ACCOUNT.

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE FROM 1ST JANUARY, 1872, TO 30TH JUNE, 1872.

RECEIPTS.	\$00,000.00
Passengers	92,666.04
Mail and bundles	6,604.70
Freight and Live Stock	86,793.09
Interest on deposits	104.17
	\$04,313.66

EXPENDITURE.	\$00,000.00
Maintaining Roadway	87,210.43
Maintaining Works and Buildings	200.00
Maintaining Machinery and Rolling Stock	3,612.73
Train Service	2,297.61
Station Services	6,076.13
Preliminary Workings Departs.	1,158.84
General Supplies	9,614.03
Running over Grand Trunk Railway	3,176.00
Miscellaneous expenses	1,854.10
General charges	1,038.00
Total expenditure	244,040.33
Balance carried to Net Revenue Account	10,003.15
	\$04,313.66

Total working expenses, 60 per cent. of earnings.

NET REVENUE ACCOUNT.

HALF YEAR ENDING JUNE 30, 1872.

Dr.	
Total monthly interest on bonded debt on Road between Toronto and Ormsbyville, or the finished portion of the Road, and one half of interest on unpaid debt between Ormsbyville and Mount Forest, that part of the line being still in the hands of the contractors	\$10,003.15
Cr.	
By balance of Revenue Account	\$10,003.15
(Signed.)	

W. SUTHERLAND TAYLOR,
Secretary and Treasurer.

Audited and approved
(Signed.)

J. A. BARBER,
SAMUEL SPREULL,
Auditor.

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ANNUAL REPORT.

Toronto, 11th September, 1872.

The Directors have the honour to submit their report for the period ending 30th June, 1872.

It is accompanied by a report from the Chief Engineer, recording the progress made with the construction of the railway, and by the audited balance sheet of receipts and expenditures relating thereto; also by appendices giving in detail the results of the working of the traffic during the first six months of the present year. Since the last annual meeting, the Directors have entered into agreements with the Townships of Minto, Howick, Turnberry and Calross, under which by-laws granting bonuses in aid of the extension of the railways from Mount Forest through Harriston, Geric and Worcester, to Toronto, have been passed in those townships. A contract has been entered into with Messrs. MacKenzie & Co. for the construction of this extension from Mount Forest to Geric and Worcester Station, a distance of 22 miles. The Government of Ontario have granted aid to this Company from the funds placed at their disposal by Parliament, to the extent of \$230,000 to be applied to that portion of the railway between Orangeville and Harriston, and to the Grey extension to the amount of \$73,000 has been paid over to the Company by the Treasurer. The Board claimed \$3,000 per mile from the Government for the Grey extension, who, however, only awarded them \$2,000 per mile, but the rough nature of the country for railway construction, the quantity of land still unsold there, together with the quantity of land still unsold there, together with the large amount owing the Government by settlers who have taken up land in the county of Grey, and are unable to pay for the same by reason of the remoteness from markets, thereby preventing its development fast as its general interests would otherwise warrant, and which is an evident fact from its already increased price along the route of the railway, lead the Board to hope that their reasonable demand may yet be acceded to by the Government.

The suit instituted by the Township of Luther for the recovery of the \$10,000 debentures granted as a bonus to the railway and held by the Provincial Treasurer has been decided against the company. The bond-holders still, as before, believe the municipality if not legally, to be morally entitled to pay these bonds, and in the event of their not coming to terms, would recommend their successors to ask such legislative action as the case of this Municipality, and those of others who still refuse to grant their quota of aid, may demand in order to secure justice to all.

The Directors congratulate the Stock-holders on their having been enabled to purchase the whole of the rails required for the Grey extension, amounting to 5000 tons, before the present high prices of iron were attained. The saving of the Company over the rates current for some time amounts to upwards of \$10,000; but it is a source of regret to the Directors that owing to the delay in receiving engines from England, they will be unable to open the line for traffic at Owen Sound in January next, which otherwise might have been accomplished.

The revenue accounts have been made up only since the commencement of the present year, as owing to the railway being last year still in the hands of the contractors, it was worked only for the accommodation of the public, and the earnings made during that period have been therefore credited to the capital account.

During the present year the road between Orangeville and Mount Forest has been for the whole period under construction, and

J. A. BARRE,
SAMUEL SPRAGUE,
Auditors.

The CHAIRMAN, in moving the adoption of the Report, said he was sorry that they were not in a position to open the Grey Extension as early as they had expected, on account of the non-arrival of the engines ordered from England last year. The main line was now completed to Mount Forest, and in running order, and he expected they would have the line to Owen Sound finished before the time required by their bond, August next year, notwithstanding the non-arrival of the engines. The iron for the Grey Extension was already all in Ontario, the great bulk of it being at Owen Sound, and at the junction at Orangeville, ready for laying. With regard to the locomotives, which by contract, were to be delivered by the month of May, he said he had done all he could while in England with the contracting firm in Bristol, the Evanside Engine Company, to have the contract completed within the time stipulated, but the state of matters arising from strikes in England was such that they could not help themselves. They had been fairly at the mercy of their workmen. It was, he believed, entirely on account of strikes that the contract had not been fulfilled at the proper time. The Board had made every effort to carry out their undertaking to the County of Grey, and had they been in the possession of those locomotives the road would have been to Owen Sound six months before the time stipulated. With regard to the way in which the accounts were brought down, he stated that the directors thought it best to have them squared up to the 30th of June, so as to enable the board to have ample time to have the accounts brought down at the annual meeting which is held in September.

Mr. W. S. Lee asked, if there was any definite time stated in which the locomotives were to be delivered.

The CHAIRMAN replied, that he was afraid they could not get them in time for service this autumn, and they likely could not make any use of them this year. With regard to the general success of the line, he might say that the directors had full confidence in the scheme, and it was an undertaking into which they went most heartily. The increase in the earnings of the road, though not very fast, was steady, and such as to justify the directors in believing that, from Toronto to Mount Forest the traffic would produce a current net revenue such as would more than meet all the expenditures and the full interest on the bonded debt. There had been a good deal of trouble with regard to labour, several strikes having interfered very much with the work between Orangeville and Mount Forest, and there had been a good deal of trouble in finding men to work during the harvest. He denied the truth of the statement which had been made a short time ago in England to the effect that Canada had more labour going into it than it could well absorb, and asserted that, instead of this, the country could swallow up any amount of labour. He was himself gratified to see the great progress of the country tributary to the line which followed the completion of the road, particularly to Owen Sound. There had been more progress there during the last year than during the ten years preceding.

With regard to the paragraph in the Report respecting the suit instituted by the township of Luther to regain possession of the bonds voted by them to the company, he said the township had received back their debentures, the courts where the suit was tried having decided in their favour. The company had done all that was possible to construct the road within the required time, and he considered, though not legally right, for the

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otherwise might have been accomplished.

The revenue account has been made up only since the commencement of the present year, as owing to the railway being last year still in the hands of the contractor, it was worked only for the accommodation of the public, and the earnings made during that period have been therefore credited to the capital account.

During the present year the road between Orangeville and Mount Forest has been for the whole period under construction, and has, in consequence, only been worked to accommodate the public. The working expenses and earnings of this portion have nevertheless been placed to the revenue account.

The gross traffic receipts for the half-year ending the 30th June, 1872, have with these drawbacks amounted to \$64,312.40, while the working expenses have been \$44,649.33, being at the rate of 69 per cent. of the gross traffic receipts. This leaves a net profit of \$19,663.12 as the result of six months' working, and this provides for interest on the entire sum of the bonds from Toronto to Orangeville, and for more than half the interest between Orangeville and Mount Forest.

The traffic receipts are showing a steady increase, and this fact, as well as the completion of the railway to Mount Forest, leads the Directors to feel sure that the working of the present six months will ensure an ample profit to meet all the interest on the bonds issued, and current charges for that section of the railways. All of which is respectfully submitted,

(Signed) JOHN GORDON,
President.
W. SUTHERLAND TAYLOR,
Secy. and Treasurer.

CHIEF ENGINEER'S REPORT

To the President and Directors of the Toronto Grey & Bruce Railway:

GENTLEMEN.—Since my last annual report the works of the railway between Toronto and Mount Forest have been, very nearly, brought to completion, as the close of the present month will see the road finished to Mount Forest.

The work of construction of the Grey extension was commenced at the end of the month of September last year, and the grading upon the whole 63 miles is now very nearly completed. The paving is equally forward, and the station buildings are well advanced. Tracklaying is just being commenced at Orangeville Junction, and at Owen Sound; an engine having been sent to Collingwood to the latter place, so that both ends may be proceeded with simultaneously. The rails have been early for-

had been more progress there during the last year than during the ten years preceding. With regard to the paragraph in the Report respecting the suit instituted by the township of Luther to regain possession of the houses voted by them to the company, he said the township had received back their debentures, the courts where the suit was tried having decided in their favour. The company had done all that was possible to construct the road within the required time, and he considered, though not legally liable for the amount of these houses, the township was morally so. (Hear, hear.) He would strongly recommend to the successors of the Board that they should at the earliest opportunity ask of the Legislature that the company should not be bound to carry the road out of that township at the same rate which the charter compels them to do for the others. For himself, if elected to the board again, he would take every means in his power—and the board he thought should all do the same—to compel the township to pay their just share of the cost of completing the road, directly or indirectly. Considering the great efforts the company had made to complete the road within the given time, and the very short time which they were behind in the undertaking, he thought a very good case could be made out for the company in appealing to Parliament. The road had been actually taken a considerable distance out of its direct line to accommodate this part of the country, and but for the promise of support they had received from the township, it would have taken another route altogether. He would do his utmost to carry out these views himself. Two or three other townships, whilst they had not actually refused to submit to the by-laws, had neglected to do so, and he thought they should be dealt with in the same category. It was very unfair that townships should have to pay large bonuses for the road, and have only equal privileges with those who had paid nothing at all. With regard to the Government aid, he thought that the Board should claim \$2,000 per mile for the extension through Grey, considering the large amount of land which the Government held in that county and the carriage they sent it from that part of the country, which had been paid up since the building of the road, and which they would not otherwise have had. He believed the company was entitled to this support, and he thought the county of Grey could with justice expect that amount. With reference to the bonds which had been sold in England, he might say they were imposed at an average of 5 per cent. for last year; and all the bonds authorized by the Board to be issued at that time were sold at that figure. (Applause.)

Mr. GORDON.—The road is now open to traffic.

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tion of the Report, which was carried unanimously.

Mr. C. J. Cameron moved, seconded by Mr. A. R. Lee of Rio, Lewis & Son, that the Directors be paid the sum of \$5 for each meeting attended respectively by the said Director for the next year, which motion was unanimously adopted.

Mr. C. J. Cameron, while commending upon the important services rendered to the Board, by the chairman, who had not only given a great portion of his time to the affairs of the company in this country, but also in England, last year, at considerable loss to himself personally, made the following motion in reference thereto.—That this meeting desire to express its cordial acknowledgment of the services rendered to the company by Mr. Gordon, the President, and also the Board of Directors; and, while considering that the company is not in a position at present to make him adequate compensation for his valuable services, requests that they will accept the sum of \$2,000 as a slight acknowledgment of their appreciation of his services.

The resolution was seconded by Mr. T. H. Lee; and after a few remarks from Mr. Baxter, in which he highly approved of the object of the testimonial and urged its acceptance upon Mr. Gordon, it was agreed to unanimously.

The CHAIRMAN returned thanks for the expression of confidence thus awarded him.

Mr. J. McMurrich wished to repeat what he had already expressed to the chairman—that he desired to retire from the board. This was from no reason whatever—from no want of harmony—but simply the desire to be relieved, in part, of the labour and responsibility he had most willingly shared with them for a couple of years. This time last year he had the same purpose in view, but had been prevailed upon to forego it. However, on this occasion he hoped they would let him go.

However, Mr. McMurrich was latterly prevailed upon to allow himself to be elected, on the understanding that, if he felt himself justified, he might resign in a few months.

The election of a board of directors for the ensuing year was then proceeded with. The following gentlemen were thereafter declared elected, viz.:—Mr. John Gordon, Mr. J. McMurrich, Messrs. John Morrison, H. Homer Dixon, Wm. Ramsay, Thos. Dick, John McNabb, and George Gooderham, all of whom are re-elected. Mr. J. C. Campbell is elected instead of Mr. A. R. McMaster, resigned.

MARRIAGE OF THE MARQUIS DE BASSANO TO A CANADIAN HEIRESS.

(From the London Standard, Aug. 27.)

The marriage of Napoleon Hugues Charles Marie Ghislain Maret, Marquis de Bassano, with Miss Maria Ann Claire Symes, a wealthy Catholic lady, daughter of the late Mr. G. B. Symes, of Quebec, took place at the Pro-Cathedral, Kensington, yesterday. The ceremony was performed by the Right Reverend Monsignor Capel, and was his first public function since his assumption of that title, which now gives him rank as a bishop. The guests were select rather than numerous, and among them were the Due de Bassano (father of the bridegroom, and Chamberlain to His Majesty the Emperor of the French);

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