

will be erected this season, but that a large addition will be made to the population of our town.

NEED OF ANOTHER RAILWAY.

WHEN the Toronto, Grey & Bruce Railway was under construction, it was generally thought that it would afford sufficient facilities for the ready transit of the traffic of the country to be traversed by it. The appeal of its promoters for support, accordingly, received a hearty response from the municipalities which it was designed to serve, and large bonuses were granted to aid its construction. Experience, however, has shown that the road is utterly inadequate to move the traffic offering. At all the stations on the line immense piles of cordwood, lumber, and timber await shipment, which cannot possibly be moved to market for many months yet to come; while the delays occurring in the transmission of lighter freights, not only embarrass business men, but seriously injure the trade of the country. Whether this state of things is due to the incapacity of the road, or to its mismanagement, or both together, we shall not now inquire; but that it is one which cannot be patiently borne, and which requires a speedy remedy, cannot be denied. Under these circumstances, it appears to us that the only effective remedy would be the construction of another road, which would at once relieve the pressure on the present line and would, besides, give the country the advantages of competition for its carrying trade. Orangeville and the municipalities adjoining it, have now the opportunity of securing such a road, either by encouraging the construction of the Credit Valley or the Hamilton & North-western Railways. The first of these lines will soon be placed under contract to Alton, and its extension to Orangeville would give a large and rich agricultural section of country ready transit for its products to the best markets of the Province; while the second, if built by way of Orangeville, would create a healthy rivalry between Toronto and Hamilton for the trade of this region, besides giving it also the ad-

John Hunney, a boy, had a narrow Saturday. He was sick in Mr. Jull Wellington Street, two logs, they rolled it in such a manner as his breathing. A alarm, and the boy men employed at When removed from consciousness, and did minutes. Had he wedged between the resulted from strang

ELABORATE.—To a letter, passed the Post Office, and no to hear that it reaches safety, but for a gen not advise people to take direction on the too much of the P. deciphering them:—

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April, 1873. The f
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vantage of competition in the transit of freight. All these considerations ought to induce Orangeville and the municipality of which it is the recognized and natural commercial center, to offer such inducements to the promoters of these rival schemes as would secure the construction of one, if not both, to this place. What the country now requires to augment its trade and develop its resources is increased railway facilities, stimulated by the competition of rival roads and rival markets, and, heavily taxed as the people may be, we have no doubt but that they will cheerfully aid any, and all projects designed to secure these great advantages.

FINANCES OF ORANGEVILLE.

A STATEMENT of the receipts and expenditures of Orangeville for the year 1872, may be found in another column. The receipts for the year amounted to \$7,616.36, being principally made up of taxes, \$5,420.14; hotel and shop licenses, \$780; fair ground and town hall fees, \$144.37; statute labor commutation, \$361; public school grant, \$179; municipal and other grants, \$289.76; fines, show licenses, &c. The expenditure for the year amounted to \$7,532.47, the chief items being for public schools, \$2,416; sidewalks, streets and bridges, \$2,043.14; interest on railway indebtedness, \$940.26; county rates, \$528.40; widening Mill Street, \$300; printing, \$60.65; salaries of officers, and stationery, \$302; and a number of smaller items, such as taxes and licenses refundable, seating town hall, charity, &c. The balance on hand is small, being only \$82.88. The liabilities are not given in the statement, but the total debt cannot exceed \$22,000. This has been incurred for railways, schools, and permanent improvements, which have largely contributed to the growth and prosperity of the town. To meet the interest annually, and provide a sinking fund for the liquidation of the debt itself, will not require the imposition of a very heavy rate in the dollar, if the council is prudent and

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weather, we may reasonably expect a fruitful harvest to reward the labors of the farmer, and relieve the severe monetary crisis through which the country is now passing.

TORONTO, GREY & BRUCE RAILWAY.

—We are glad to learn that work has again commenced on the Grey Extension of the Toronto, Grey, & Bruce Railway. We are pleased to be able to congratulate the Company on the energy they are displaying in completing the line to Owen Sound. At this end of the line they have two engines, and a large number of men already at work, ballasting the road, and to all appearances it will not be very long before this line will be ready for traffic to that hitherto remote locality. We are satisfied that in railway construction, energy is the cheapest and best policy, and did the company manage all its affairs as well and as actively as it does in this respect, the country would be better served. It is interesting to travel along the line of the Grey Extension, and observe the immense banks of snow through which a way has been made for the iron horse, nearly all the deep cuttings having been completely filled with immense snow drifts. We should think the Company might learn some very valuable lessons from this, respecting the necessity of erecting snow fences for future winters, as we fear without those contrivances it will be absolutely impossible to keep the road open during the heavy snow-storms which prevail in this part of the country.

MELANCHTHON COUNCIL.

THE FIFTH MEETING of the Council

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MOUNT FOREST, MAY 8A, 1873.

Change of Time.

The time of arrival and departure of mails, per T. G. & B. Railway has been again changed. The train leaving the city in the morning, is to arrive here at 1.45 p.m. instead of 1.15 as formerly. The mail brought by this train will be distributed about fifteen minutes thereafter, or say, two o'clock. The afternoon train, from this place will leave, at 3.10; instead of 3.40 as before, and the post office will close to take up the mail, about 30 minutes before that time. The morning train from here, and the afternoon train from the city, has been taken off.

From the above, it will be seen, we are to have but one train per day betwixt here and Toronto, and this one, at the most inconvenient time for the business portion of the community. Parties now going to Toronto by this line, will either be obliged to remain two nights in the city, or take the route of the W. G. & B. Road. Persons leaving Toronto by the morning train can of course reach this point, staying a few minutes over an hour, and then return the same day; but, where one wants to do this, fully twenty would be found to wish to return from the city on the same day. We hope the Directors of the Company, will see this is detrimental to their own interests—for that appears to be their chief concern—as well as those inconvenient and unfair to the inhabitants of this place. If they have not rolling stock sufficient for two trains per day, during the construction of their extension, let us have the one train arranged to leave here in the A.M., allowing a few hours in the city and return at night. We are of the opinion that this section of country is entitled, to some consideration at the hands of the T. G. & B. Railway Company; and also that matters might be arranged, for more satisfactorily, if, only a little consideration was given them.

The Vote on By-laws:

United Church, where the by-laws were submitted to the electors of Durham, Glengary and Durham! Both agree, what! Surely, what is more for the cause, should be equally so for the gender. The opponents of the Egremont by-law next say, that the Company will not accept the aid offered by Egremont. This is all folly. At a conference held in the Company's office between a delegation from Egremont, Normandy, Mount Forest and Durham, last week, the Palmetta scheme was fully set forth, but as there was only one member of the Board present, nothing of course could be done. The President Col. McGivern stated that the route we now advocate, was the route the Company wished to take, the one the Directors of the G.W. Railway wished to adopt, and no difficulty would be in the way could the people of Durham be made satisfied. But, no, nothing will suit these men but the Clifford and Durham branch, and hence, the President

number adopted a course of argument, in order to bolster up the Olliford and Durham Railway by-law, by which it places before the ratepayers of Normandy and Egremont, entirely false issues, with regard to the efforts of those, who on the 1st ground, that a far better and more feasible plan, of giving them railway advantages is now before the ratepayers. In an article he left "the conflicting Railway by-laws," it labors in an effort, to set forth that the Company have no authority to build a line of railway to Holstein. This is so slimy and thin that the ratepayers of Egremont cannot fail to see through it; if the Company have a charter at all, to build a branch of their railway, from their main line to Durham—and the charter we assure our readers does not define the starting point or where the junction is to be placed—then most assuredly they must have powers to construct the line to an intermediate point, whether that point be Holstein, Aylton or Neustadt. The Chronicle then gives a sketch of its charges against the Egremont Council, of laying a snare for the ratepayers of that township, and concludes w.t.h the following.

"It requires no detective to develop the conspiracy. It stands confessed. Mount Forest, jealous of the position which Aylton, with its same privileges, would take in the Cliff-and-extension, saw in the Revo of Egremont a convenient cat's-paw by whom aid the Township might be reduced to a state of helplessness. While to that condition every possible effort is to be made to compel Normandy to a bonus for the Narrow Gauge of \$5,000. Can there be a doubt in the mind of any sane man as to the proper course to be pursued by the ratepayers. Normandy will never allow its material interest to be sacrificed in order to do homage to the selfishness of M.G.B.R.R. of the day of Neustadt, and we shall be greatly surprised if Egremont does not emphatically resent the attempt now being made to deprive it of the wholesome advantages of competition and to make it tributary to Mount Forest and the Narrow Gauge for all time to come."

This is the same language that the Chronicle paraded before the electors of Normandy, when the last by-law was before the ratepayers. The \$30,000 is surely an infringement of their own, and has no stipulation in fact.

THE PROTEST.

The petition of Mr. John Kennedy of this village, against the return of the sitting member has been examined before the Speaker and although the security offered by the petitioner has to all appearances not a title sufficient in law, to

T. G. & B. Railway Construction.

Active operations have again commenced on the Eastern Branch of the Grand Trunk railway. Mr. MacKenzie has commenced track laying, so that if an extension—in a few days the road will be ready so that a train might run between Orangefield and Owen Sound. The MacRobinsons have commenced ballasting their portion of the road. It is expected him in a month or two the line will be completed. Work is also vigorously pushed forward on the line between here and Waterford by Messrs. MacKenzie & Co. And the MacRobinsons, Brothers, are also actively at work on the Lowerwater end of the line. This branch as well as that from Orangefield to Owen Sound, will be soon completed, and the iron horse will then wend its way through the full extent of the road.

SOUTH BRANT ELECTION.

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THE Wesleyan Methodist Church at Arthur village, will be re-opened for divine worship on Sunday, the 1st of June. Rev. Jas. Anderson, of Menfied, will preach at 10:30 A.M. and 6:30 P.M. A tea meeting will be held on Monday evening, at 6 o'clock, when addresses will be delivered by Rev. Messrs. Anderson, Phillips, Smith and others.

A MEETING of merchants was held at Fergus on Wednesday, to consider the propriety of organizing a Bucket Association for the County of Wellington. In view of the action recently taken by the Government to appoint inspectors, it was deemed advisable to postpone the organization of an association until the intention of the Government with respect to butter inspection was made public. The secretary was instructed to communicate with the Government on the subject.

RUNAWAY.—A horse belonging to Mr. J. Fraine, of the Mothagham House, ran away on Broadway, on Wednesday, badly smashing the wagon to which it was attached, and throwing the driver, Mr. T. Middleton, with great violence out of the vehicle. The driver, though he received a heavy fall, was not seriously hurt. The animal started at the corner of First Street, and was stopped at the corner of East Second Street.

FATAL RAILWAY ACCIDENT.—As a timber train on the Toronto, Grey & Bruce Railway was approaching Mono Road Station on Friday morning, a young man named James Dawson, son of Mr. T. Dawson of Orangeville, while passing from one car to another for the purpose of braking the train, fell between the cars, and was instantaneously killed. The body was mangled in a horrible manner, the greater part of the train having passed over it. An inquest was held on the remains on Friday afternoon by Dr. Ridall, and a verdict of accidental death was returned by the jury.

MR. W. Sutin, the officer appointed by the Government of Ontario, to enforce the laws respecting the sale of liquor, visited Orangeville on Tuesday, and warned the hotel-keepers and grocers, that any infringement of the laws would be visited with the penalties prescribed in the Act. Henceforth liquor cannot be sold in any hotel or tavern from seven o'clock

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The bottlers are obtained from the sea bottom
and are plunged into huge boilers, or digesters,
filled with a solution of caustic soda, which,
operated on by heat, gradually, reduced the
hard glass to a liquor resembling, in consisten
tency and color of statuaries' glass. It is said
to contain sixty-six per cent. of alkalis and
thirty-three per cent. of soda. To get rid of
the soluble properties of this liquid, and at
the same time to retain its cohesive proper
ties, it is compounded with chloride of calcium,
and being thus made cohesive and insoluble,
it is poured into a mixing mill, along with
sand, and presently sparkles with crystals.

Transferred to moulds, it is made to assume
any pattern or form desired, and is then care
fully placed in a bath, where its becoming hard
is a question of only a few moments, and the
result entirely of chemical affinity. The
hardness of the composition was shown by the
application of a binder to a four inch cube,
which had been exposed to the atmosphere for
three months, and which stood a pressure of
sixty-three tons before it broke.

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Fatal Accident.

An accident of a dreadful nature occurred on
the Toronto, Grey, and Bruce Railway, this
morning, at Mono Road Station. When the
morning train from Toronto arrived at Mono
Road, a freight train came "along" at a high
rate of speed and when the engineer saw the
signal to stop he scolded "down brakes," and
one of the brakeman in running over the cars
which were loaded with square timber, fell
between the cars and was literally torn to
pieces. Dr. Henry of this town was on board
the passenger train, and immediately tendered
his services. Portions of the body were found
scattered all over the track, so that all that
could be done was to collect the remains to
gether to await a coroner's jury. Deceased was
a young man named James Dawson and be
longs to this town. The Company is very
much blamed for sending so few brakemen
with large freight trains, so that they have to
run from car to another to turn on the
brakes while the train is in motion. Orange
ville Advertiser of the 23rd ult.

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The Air Line Branch of the Great Western
Railway is to be re-opened to-day for freight
traffic, with five trains a day each way. Pass
enger cars will be attached for the convenience
of the travelling public.

The Volunteer meeting in Harriston, on
Saturday week showed sixty three names on
the list. Of this number can be picked a com
pany of hardly young men that will form a
company second to none in the 30th Battalion.
Being called to order by Capt. A. J. Morris,
they were requested to elect their officers which
they did in a meeting Mr. Patmore, Lieutenant,
and J. Robertson Ensign. After a drill of about
an hour they were dismissed highly pleased
with the night's exercises.—Next.

TEST OF AN EARTHEN BAKERY.—A very suc

charges of rebellion; treason and assassination,
et hoc genus omnia, come naturally, from men,
whose leader sold his country to the Washington
Treaty, and accepted a bribe from American citizens for the sale of the Pacific Railway
contract.

And hence the bitter partizanship which, in
other times found scope in breaking printing
presses and other securities, finds the more
modest means of slander, endeavoring to
blacken the characters of honest men, and all
the other machinery of decent, vulgarity and
abuse, so plentifully made use of by it at the
present day.

Opening of Toronto, Grey & Bruce Railway.

It will be seen from our report of the proceedings of the Town Council, that we are
soon to have the prospect of the first railway to Owen Sound being formally opened
by the Directors visiting our good town.
Although the date has not been formally
fixed, in all probability the excursion will
be some day next week., Captain W.
Tate Robertson has placed the "Frances
Smith," that fleet of all the Upper Lake
steamers, at the disposal of the Town, for
an excursion on the bay, in order that our
guests and ourselves may have an opportunity of seeing what a magnificent harbor
we enjoy. The proprietor of the Queen's
Hotel, Mr. George Kennedy, has also
placed his house at the service of the
Directors, free of charge. No doubt our
Town Council will make all due arrangements
for celebrating this event, which will
have an influence for good to us all, which
is incalculable. There should be a general
holiday that all may welcome the first train.
Owen Sound has hitherto been kept in the
background from the lack of railroad accommoda-
tion; but now she will take her place
among the favored towns.

The members of the Government of Ontario are also expected as the guests of the
Directors to accompany them on their excursion, which will be an additional gratification,
as it will enable us to see our Provincial Rulers, and become better acquainted
with the men of whom we have heard so
much.

We have no doubt our Town Council
will do all that is useful for the occasion,
so to make it a time of general rejoicing
on account of the opening of a road which
will give us direct communication with the
front, instead of leaving us at the mercy of
others. We shall have occasion to refer to
this again.

Death of Hon. Joseph Howe.

Our readers will observe in our other
columns the announcement of the death of
this distinguished Nova Scotian. Death is
making sad inroads on the ranks of our
public men. Sir George E. Cartier and
Joseph Howe are both men who have made
their mark, and who will both be remembered
by their fellow countrymen. It is not the
time to recall what we deem their errors,
and it would be no upbraiding task to
attempt it. Let these be forgotten and let
us remember only the manly courage of the
one and the eloquence of the other, in his
brightest and best days.

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Owen Sound Advertiser

Owen Sound, June 12, 1873.

FIRST TRAIN FROM TORONTO TO OWEN SOUND.

This (Thursday) evening at about six o'clock the first train of the Toronto, Grey & Bruce Railway Company will arrive at Owen Sound. The President and Directors of the Company with some of their friends, and members of the Corporation will be on board.

The Council held a special meeting last night to make arrangements to give our distinguished visitors a public reception. An efficient committee have the matter in hand, and will, we are sure, do all that can be done with the short notice given, or rather received, as the telegraphic message was delayed a whole day, and only reached us about six o'clock last night.

Bills will this morning be issued by the committee, containing a programme of arrangements which, as far as we have learned, is about as follows:

The citizens of Owen Sound are invited to meet the Directors and their friends on arrival at the Lake Superior wharf at 8 o'clock this evening. After which addresses will be presented by the Corporation, Board of Trade and others. The Band will be in attendance, and a procession formed.

A public dinner will take place at the Queen's Hotel in the evening.

A Marc's Nest.

Some of the Tory papers, (including our Poulett street contemporary) have been searching for, and have discovered this remarkable phenomena. The discovery took place about the Mimico Farm. (vide last week's edition of *Times*.) The *Brave Union* was the first discoverer, the *Toronto Mail* hailed the event with exultation disguised under the semblance of virtuous indignation, and our co-town holds up its hands in pious horror at the evil doings of Mr. McKellar. The *Hamilton Evening Times* thus bursts the windbag, and consigns the whole concern to the limbo of the numerous "scandalous tricks" of the baffled Tories. After showing the absurdity of the attempt to deceive the people, and the utter futility of the whole thing, it says:

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First trip on the T. C. & B. Railway.

The first passenger train over the Toronto, Grey & Bruce Railway from Toronto to Owen Sound, went up on Thursday last. It left the Union station in the morning a few minutes before eight o'clock, having on board Mr. John Gordon, President; several of the Directors and officers of the road; prominent citizens of Toronto, etc. The distance from Toronto to Orangerville, 4½ miles, including two or three stoppages, was made in two hours and a quarter.

From Abramville the first station above Orangerville, the train proceeded slowly and reluctantly—the road not yet being ballasted above that point. The running was, however, very smooth. At all the other villages along the line up to Owen-Sound—Markdale, Dimdale, Fletcherston, Markdale, Arnot, Chatsworth and Rockwood Castle—large crowds of men, women and children were assembled to see the arrival of the first passenger train. At Fletcherston there was on the platform a band of music, who, with a large armful of ladies, were taken in a short trip down the track. At Markdale an arch was erected, and the station building was gaily decorated with flags and bunting. When the train stopped at this place, an address of welcome and congratulation was delivered to the excursionists by Mr. Wm. Brown, a prominent resident of the village; and short addresses were delivered in reply by Messrs. McKellar, Gordon, Thompson, Dickey and Hexton. At Arnot arches were also erected. Upon arriving at Chatsworth, the excursion party was welcomed by Mr. McGregor, in a few happy remarks, to which responses were delivered by Messrs. Gordon and Thompson. The travellers were then invited to partake of a champagne luncheon which had been brought down to the side of a spig in the vicinity of the station, and at it was about seven o'clock at the time, and they had not eaten anything for several hours, they were too slow to accept the villagers' hospitality. The train, having on board besides the Toronto gentlemen, a number of others who had joined them at stations along the line, reached Owen Sound about half-past eight o'clock—much later notwithstanding the incomplete state of the road, than they would have been had it not been for the frequent and in some instances lengthened delays at stations on the way. Though the temporary terminus of the road is about a mile and a quarter from the town, a large concourse of citizens, with the band of the 31st Battalion, V. M., were present to witness the arrival and to welcome the excursionists.

Here an address was presented, after which the company were entertained by the Corporation at dinner, and speeches were made both by the entertainers and their guests.

The excursion party returned next day to Toronto.

The ballasting of the unfinished portion of the rail is being proceeded with rapidly, and the Directors expect formally to open the line for traffic between Orangerville and Owen Sound by the end of August. The station buildings have nearly all been completed, and very neat structures they are.

The Accurate Boy.

There was a young man once in the office of a western railway superintendent. He was occupying a position that four hundred boys in that city would have wished to get. It was however, and still paid well, besides, in a time of promotion. However, he got it, but by having a rich father, the boy was

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**TORONTO, GREY & BRUCE
RAILWAY.**

TRIAL TRIP.

First Passenger Train to Owen Sound.

The first passenger train over the Toronto, Grey & Bruce Railway from Toronto to Owen Sound, went up on Thursday, May 1st at 12 m. in the morning a few minutes before eight o'clock, having on board Messrs. John Gordon, President; Wm. H. Hause, Vice-President; John McNeil, and John Baxter, Directors; Wm. Beatty, Secretary of the Company; Edmund Wragge, Civil Engineer; S. Weatherstone, General Superintendent; Wm. Weston, Paymaster; Hon. A. McKeart; A. J. Thomson, President of the Board of Trade; Mr. R. W. Elliott, Mr. Dickie, Mr. S. Howland, and two representatives of the press. The train consisted of the engine "Owen Sound," a big green (not for portmanteaus, but for hamper), a smoking car, and one passenger car. The engine driver was Mr. David Woods, and the train was under the charge of Conductor Wm. Lusk. The distance from Toronto to Orangefield 49½ miles, including two or three stoppages, was made in two hours and a quarter. Just above Orangefield a stoppage was made where a train was being loaded with square timber, under the superintendence of Major Gray, of this city. By means of an ingenious but simple contrivance of pulleys, ropes, and posts, which were temporarily braced up with chains beside the track, the engine of the train was employed in hauling the logs naturally along-side on to the cars; the nine pieces of timber which constituted each load being thus placed on the cars in about five minutes. While the two trains were standing at this point, an artist from Ewing's photographed them, the workmen, and the excursion party.

From Amaranth, the first station above Orangefield, the train proceeded slowly and cautiously—the road not being ballasted above that point. The running was, however, very smooth. At all the other villages along the line up to Owen Sound—Shelburne, Dundalk, Fletherton, Markdale, Arnot, Chatworth, and Brookfield Castle—large crowds of men, women and children were assembled to see the arrival of the first passenger train. At Fletherton there was on the platform a band of music, who, with a large number of ladies, were taken for a short trip down the track. At Markdale an arch was erected, and the station building was gayly decorated with flags and bunting. When the train stopped in this place an address of welcome and congratulation was delivered to the excursionists by Mr. Wm. Brown, a prominent resident of the village; and in reply, short addresses were delivered by Messrs. McKeart, Gordon, Thomson, Dickey and Baxter. At Arnot, arches were also erected. Upon arriving at Chatworth, the excursion party was welcomed by Dr. McGregor, in a few happy remarks, to which responses were delivered by Messrs. Gordon and Thomson. The travellers were thus invited to partake of a sumptuous luncheon which had been brought down to the side of a spring in the vicinity of the station and as it was about seven o'clock—at that time, and they had not eaten anything for several hours—they were not slow to accept the villagers' hospitality. The train, having on board, besides the Toronto, gentleman a number of others who had joined them at stations along the line, reached Owen Sound about half past 8 o'clock—much later, notwithstanding the incomplete state of the road, than they would have been if not bound by the frequent and innumerable lengthened delays at stations on the way. Though the temporary terminus of the road is about a mile and a quarter from the town, a large concourse of citizens, with the band of the 31st Battalion V. M., was present to witness the arrival and to welcome the excursionists. The latter having stepped out on the platform the following addresses were presented:

"To the President and Directors of the Toronto, Grey and Bruce Railway Company."

"GENTLEMEN.—The corporation of the town of Owen Sound, on behalf of its inhabitants, has great pleasure in presenting this address and tendering you the hospitality of the town.

"We congratulate you and your Company on the arrival of your pioneer passenger railway train at Owen Sound, and rejoice that, notwithstanding the many difficulties with which you had to contend, the enterprise, in which we all feel a deep interest, and are to-day most to celebrate, is now so nearly completed. We trust you will have the hearty co-operation and assistance of all who have seen the development of this portion of our fair Province at heart.

"We trust, also, in connection with your railway we shall have a line of steamers plying between this port and the great North-West, which together will form in the chain that is to unite the Atlantic with the Pacific, and materially aid in building up a powerful confederation that will one day compete for the carrying trade of the world."

"Mr. President and gentlemen, allow me to conclude this address by saying

of Canada, "coupled with the name of Mr. Snyder."

Mr. SNIDER, in acknowledging the compliment, said that "we had only a small little spot of creation more to add to our Dominion, in order to make it complete. With reference to the particular object of this meeting he said that 25 years ago he scarcely expected to see at this time telegraph lines even on the road to Toronto, before they had railway communication to that city." (Applause.)

The CHIEFMAN then proposed "The Ontario Legislature and Government" coupled with the name of Hon. Mr. McKeart, and Mr. Scott. Mr. McKEART, in rising to respond was received with loud cheering. After stating that owing to the license of the hour his observations would be brief, he expressed his regret that other members of the Government had not found it convenient to join in this excursion. It was, he believed, the intention of Mr. Narveson to have throughout the leisure of visiting and joining in the convivialities which had brought them together that evening; but the Premier had a great amount of business pressing upon him, and had therefore been unable to be present. Mr. Crookshank was also very busy preparing to go to England, and Mr. Pardoe and Mr. Scott were out of town; the last therefore fell on him (Mr. McKeart) to come up here as the representative of the Government. To him it was a pleasure on more accounts than one to visit Owen Sound. He had been there on a former occasion, and he believed that when he went away from it he left no enemy, even among his opponents. (Hear, hear.) That night they were out to congratulate each other on the completion of a public work of vast importance, not only to the people of that town but to myself to the whole Province of Ontario. (Hear, hear.) It was, however, a work of pecuniary importance to Owen Sound and to the County of Grey. He had been through that country when they were without a railroad, and when even their common roads were not of the best description, and, therefore, he knew from sad and dire experience how important it was that they should have better facilities for reaching Toronto and other points. He had also visited the county of Bruce, and found it in the same condition as the county of Grey. Before these visits he had no idea that so important sections of Ontario were in such need of railways. When the question of constructing those roads was first brought into the Legislature the narrow gauge system met with the most decided opposition. He (Mr. McKeart) voted for both the narrow gauge and the broad gauge. He could not see what right the Legislature had to stand between these enterprises and those capitalists who were willing to carry them out, and who were the best judges as to whether they would pay them and answer the purpose of the country. He believed that the late the Government tampered and tickled with the trade of the country the most. (Applause.) He gave his vote for this road, and used his influence to get others to do the same; and he believed that if the company who asked for a charter to build a narrow gauge railway had failed in obtaining it, the County of Grey would have got no road at all. His opinion was that they should give the men who wanted to build a railway a charter, and let them run it on one rail if they wished. (Hear, hear.) He had come over the Toronto, Grey and Bruce Railway that day, and though he had travelled over many railways, he had never travelled over one which was easier to ride on than that. The construction of the Toronto, Grey and Bruce, and other railways throughout the country, had been undertaken on the correct principle. There had been a division of the responsibilities and of the expenses. It was well known that the first roads built in this country—the Great Western and the Grand Trunk—had not paid the stockholders. The Northern Railway also did not pay the first stockholders; he believed they lost everything they put into it. With evidence like these before them, it was likely that capitalists would step in and invest in other and in some case, competing lines, on their own responsibility? The bonus system had been adopted for the narrow gauge railway; and no better system had ever been submitted to the country, for whatever might be the traffic the municipalities had the road, and thus saw value for the money they had invested in it. He ventured to say that there was not a township through which the Toronto, Grey and Bruce Railway passed, but would exert enough timber, police, fire, cordwood, &c., to more than pay the bonus it had subscribed; but without the road not only would all these have been destroyed, but funds would have had to be raised from some source to destroy them. (Applause.) Not a stick of timber through which he had that day passed would have reached the front, where it was so much needed, but for the narrow-gauge railway. The petition introduced into the Legislature by Mr. Sandfield Macdonald of aiding the construction of railways was a very successful one; and though he (Mr. McKeart) had opposed that gentleman in many things, he had not opposed him in that. Since Confederation we had had an overflowing treasury, and it had been the aim of the Government to project and submit to the House schemes under which it could be

had not care that other roads might come into Owen Sound, because he believed no road could carry the traffic so directly to the front as the Toronto, Grey and Bruce, and that no other road could be built to that town in eligible as it, and that it was entirely under the control of the people themselves. (Applause.) So if one road from him would be called a record to, he would rather vote for another railway, because he believed that the new roads that came into Owen Sound the most shipping would come to it, and then the whole traffic would the Toronto, Grey and Bruce. (Hear, hear.) If the traffic was found more than enough for the present usage it could easily be withheld.

Mr. HANKEY also responded briefly, "Mr. Baxter also responded, and is doing so, and that he thought the Toronto, Grey and Bruce Railway company had a fair claim on the Government for a liberal amount of construction of that road there had been more money for the purchase of lands paid into the Provincial Treasury during the past eighteen months than in seven years previously. Besides this, the Company had done a good deal of draining.

Mr. Parker proposed "The Engineers and Constructors," which was responded to by Mr. Wrappa and Mr. McKeart.

Mr. LINDSAY proposed the health of Ald. Thompson, President of the Toronto Board of Education.

Ald. Thompson acknowledged the compliment in suitable terms.

Mr. JOHN GORDON proposed "The Mayor and Corporation of Owen Sound."

The Mayor and Mr. GORDON responded.

Mr. THOMAS LINCOLN proposed "The Warden and Corporation of the County of Grey."

Mr. R. H. REED replied.

A few other complimentary toasts followed, and the company did not separate until about half-past two.

The excursionists left for home about twenty minutes past eleven yesterday morning, and reached the Union Station about the same time in the evening. At a point on the way down through the North Riding of Grey, a crowd of school children, who came down a road to see the train, were on board and given a short ride, which they seemed to enjoy very much.

The country through which the North Grey extension of the Toronto, Grey and Bruce runs is for the most part a wilderness, but for fifteen or twenty miles this side of Owen Sound the land is considerably cleared, and rough can be seen of the character of the country to show that when a little better cultivated that will be one of the finest sections in the Province, the land being fertile and beautifully diversified with hill and dale. The neighbourhood of Chatworth station should become popular for picnics.

The ballasting of the unfinished portion of the road is being proceeded with rapidly, and the Directors expect formally to open the line for traffic between Orangefield and Owen Sound by the end of August. The station buildings have nearly all been completed, and very neat structures they are.—Globe.

The Law Nestled Again:

Our readers are all aware of the brutal attack made by that unscrupulous sheet the *Mail* on the Rev. Mr. King, in connection with the Buxton Mission. Mr. King's defense was, in all respects, full and satisfactory, but it only made the *Mail* more furious in its attack and more coarse and railing in its language. A few weeks ago Mr. King was elected, by his own Presbytery, to the highest office in its gift, an act that was itself a high testimonial to the worthiness of his character; but it was received by the Tory press with sneers at the Presbyterian Ministers and fresh attacks on Mr. King. Nothing would satisfy the implacable enemies of the wretched slanders—the lie once started was clinging to the last. On Thursday last, in the General Assembly of the Canada Presbytery Church, a body composed of the ablest and best ministers of that denomination, the following reference was made to the case by the Rev. Professor Gregg, a gentleman whose simple word is of infinitely more weight than the solemn testimony of the whole *Mail* staff:

Rev. Professor Gregg, in accrediting the adoption of the report, said he would like to make a statement in regard to Mr. King's management of that mission. (Hear, hear.) The master had been for some time past brought before the public in such a way that he would like to have the opportunity of saying a few words upon it. He supposed he was acquainted with Mr. King for a longer time than any other member of this Assembly, as they were companions in the classes of Dr. Chalmers and Mr. Cumming in the Free Church College of Edinburgh. Even then Mr. King was known to the professors as a gentleman who took a great interest in matters connected with the Church. He did not say that since that time he had had further opportunity of knowing him, and of witnessing the interest—the deep interest—he had all along taken in the Buxton Mission, and he would say of all the members of the Assembly he did not know one in whom perfect integrity he had more confidence, or a single member who had done more valuable service for the Church than the Rev. Mr. King. (Ap-

plause.)

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now so nearly completed. We trust you will have the hearty co-operation and assistance of all who have the development of this portion of our fair Province at heart.

"We trust, also, in connection with your railway we shall have a line of steamers plying between this port and the great North-West, which together will form a chain that is to unite the Atlantic with the Pacific, and materially aid in building up a powerful confederation that will one day compete for the carrying trade of the world.

"Mr. President and gentlemen, allowing me to conclude this address by giving you and your accompanying friends a hearty welcome to Owen Sound.

—JOHN CHISHOLM.
"Mayor."

To John Gordon, Esq., President of the Toronto, Grey and Bruce Railway.

"Sir.—We avail ourselves of your presence and that of your co-Directors to express on behalf of the Owen Sound Board of Trade the gratification with which we view the opening of the Toronto, Grey and Bruce Railway to this town, and we tender our sincere congratulations on this successful result of your energy and perseverance.

"We believe the connection by railway between this town and Toronto, provided by your line, will lead to a large expansion of the commercial, agricultural and manufacturing interests of this neighborhood, and we entertain the opinion that the anticipated development of our resources, together with the trade of the North West, which our excellent harbor and advantages of position will attract, will not only be highly beneficial to our town, but will also result in a large measure of pecuniary advantage to our company. Towards the attainment of these ends, it will afford us much pleasure to co-operate with you in perfecting any measures that may still be necessary.

"Hoping your visit will be pleasing to yourself, and trusting that the intercourse thus commenced will ever be mutually satisfactory.

—We beg to remain,

"Your obedient servants,"

(Signed by Wm. Krough, President; W. A. McLean, Secretary, and the several members of the Council of the Board of Trade.)

To both of these Mr. Gordon made suitable replies.

Address was also been prepared by the authorities of Peterborough, Minden and Chatsworth, but Mr. Gordon respectfully declined them, as the occasion was not the formal opening of that branch of the road, and he was desirous of reaching Owen Sound before it was too late.

At the conclusion of Mr. Gordon's speech the excursions were conducted to carriages which were waiting and driven to the Queen's Hotel, where they were entertained by the corporation of the town, an excellent supper, which "most heartily" Kennedy had been obliged to get up, at short notice—a telegraphic message which had been sent up to the Mayor, informing him of this trip, not having, through some accident, been placed in his hands until the previous evening. The Chair was occupied by Mr. John Chisholm, on the right of whom were John Gordon, Hugh Ildic, Warden of Grey, and John McNab; and to his left the Hon. A. A. McKellar, Ald. Thomson, and Mr. E. Wrappa. In the Vice-Chair were Judge Macpherson, W. Keough, S. T. Lane and Charles McAdam. Among those present were Messrs. George Sorder, M. P. Thos. Scott, M. P. F. W. Miller, Reeve of Owen Sound, T. Gordon, public School Inspector; R. J. Doyle, W. J. McKenzie, Contractor for the T. G. & B. Railway; S. J. Parker, President of the Owen Sound Board of Trade; David Christie, J. Pottenger, Manager of Merchant's Bank; T. J. Joy, Manager of Nelson's Bank; H. Morris, G. Corbett, H. Allen, D. A. Crearor, J. W. Frost, James Buchan, J. Muham, Sheriff; C. Williams, W. A. Stephens, Collector of Customs; J. Crearor, County Attorney, R. Paterson, R. Whitehead, and Dr. Nealy, all of Owen Sound; John Cameron, Deputy Reeve of Holland; W. Leckie, Reeve of Arterton; Dr. Mc Gregor, Chatsworth; John Anderson, Registrar of North Wellington; Peter Juglin, Deputy Clerk of the Crown, township of Derby, &c.

After discussing the various and drinking the most loyal and patriotic toasts, Mr. PARKER proposed "The Commons

same source to destroy them. (Applause)

Not a stick of the timber through which he had that day passed would have reached the front, where it was so much needed, but for the narrow-gauge railway. The scheme introduced into the Legislature by Mr. Sandfield Macdonald of aiding the construction of railways was a very successful one; and though he (Mr. McKellar) had opposed that gentleman in many things, he had not opposed him in that. Since Confederation we had had no overflowing treasury, and it had been the aim of the Government to project and submit to the House schemes under which it could be expended; and he (Mr. McKellar) believed that if could not be better invested so as to give a larger amount of satisfaction to a larger number of people than by putting it in railways. (Applause.) Railways conferred many advantages. They were great civilizers. They brought people together; they enabled them to travel to and fro with ease and rapidity, and they made persons better acquainted with each other, thus blotting out many of those prejudices which existed. It might be, in one locality against another. Those who lived in the bush were very apt to think that gentlemen residing in the city, who dressed very nicely, as exceedingly proud; while men, who lived in the city were apt to look upon people who lived in the country as persons of no character; but when they were brought together it was found that there was little difference between them if the same sort of clothes was put on all of them. (Applause.) At the close of the last session of Parliament it was said that the Government must go out and beg for some money to keep themselves in office, but the fact was that in a few days from the present time, the Government would have about \$600,000 to its credit in something. (Loud applause.)

Mr. Baxter—Give up some of it.

Mr. McKellar went on to say that there was a great deal of land that required drainage. The construction of railways would be the means of that work being done, and he (Mr. McKellar) believed that ere ten years rolled by the unoccupied land he had then surveyed would be occupied by industry is more. The hon. gentleman took his seat with loud applause.

Mr. Scott, in responding to the toast, said that it was very hard for him to follow such a speaker as the one who had just preceded him. He believed that Mr. McKellar had taken up the whole of the ground he (Mr. Scott) would have liked to have occupied. He would, however, have liked the hon. gentleman to be a little more explicit and say whether, he thought the Government had not been too niggardly in giving only about \$2,000 a mile to aid of the Toronto, Grey and Bruce Railway, when there ought to have given more. He (Mr. Scott) thought that all railways directed towards the front should receive aid, and he believed that his honourable friend would be in favour of giving it.

The Chairman then proposed, "The President and Directors of the Toronto, Grey, and Bruce Railway." He said that they had their differences about railways, but he believed that every man in Owen Sound was not prepared to go in and work in connection with the President and Directors of the Toronto, Grey, and Bruce Railway for the benefit of the town. He believed that but for the gentlemen of the Toronto, Grey, and Bruce Railway they would not that day have had railway connection with the front of the Province. (Applause.)

Mr. John Gordon, in reply, said that he owed an apology to the Chairman and to the town of Owen Sound, that they had not been earlier informed of the intention of the Directors of the Toronto, Grey, and Bruce Railway to make a trip to their town that day. He did not know how it had happened that word did not arrive before the previous evening. However, it was all the more gratifying to himself and all the more to the credit of the people of Owen Sound that they had got on such a banquet as that on twenty-four hours' notice. He was very sorry that the information of their visit had not arrived sooner, because if there was one place along the road to which he owed more favour than another that place was Owen Sound. He read a note from the Hon. Oliver Mowat expressing his regret at not being able to be present, and then went on to say that his connection with the Toronto, Grey, and Bruce Railway commenced about the time the construction of the Grey extension began and gave as a reason why the work had not been finished earlier, the strikes that occurred last summer in Eng-

land and Dr. Cumming in the Free Church College of Edinburgh. Even then Mr. King was known to the professors as a gentleman who took a great interest in matters connected with the Church. He need not say that since that time he had had further opportunity of knowing him, and of witnessing the interest—the deep interest—he had all along taken in the Buxton Mission, and he would say of all the members of the Assembly he did not know one in whose perfect integrity he had more confidence, or a single member who had done more valuable service for the Church than the Rev. Mr. King. (Applause.) He would therefore take this opportunity to testify in the most direct, strong and emphatic manner his perfect confidence in the whole of Mr. King's conduct in the management of the Buxton Mission and every other matter connected therewith. He would be glad indeed were this expression of confidence in Mr. King, after the slanderous manner in which he had been referred to by a certain portion of the press in connection with this work. (Loud applause.)

The Rev. Mr. McPherson said he had long been a member of the Committee on the Buxton Mission, and he had always found the finances properly audited and extremely correct—audited by the parties appointed for that purpose. He could assure the Assembly that he had never seen the slightest grounds for suspicion as to the management of the funds of the mission. (Loud applause.)

The motion was then carried.

What is the Mail's treatment of those speeches? It expresses them in whole. This is a fitting wind up for one of the poorest, most villainous and most scandalously untruthful attacks on a private character ever made by a Canadian journal. The Mail has fairly earned the hearty contempt of every honest man by its action in this matter, and can nobly and creditably claim the championship in Canadian journalistic scurrility.—Hamilton Times.

THE RAILWAY AND NEWSPAPER ADVERTISING COMPANY.—This is a Company formed for the purpose of enabling Merchants and others to give the utmost publicity to the wares they have to dispose of. To do this the Company procure advertisements to be inserted in all the newspapers throughout the Dominion, and also have made arrangements for putting up ornamental cards in the carriages and at the stations of the different railways. For the convenience and satisfaction of advertisers they have files of all the newspapers in their office, 109 St. James street, corner of St. Peter street, Montreal. The Company is "Limited." The officers are Thomas E. Foster, President; Henry Shackell, Vice-President; Directors, Thos. E. Foster, Henry Shackell, George E. DeBaratz, Francis K. Gilman, Walter M. Rice; Secretary Treasurer, Edwina Kemp.

New Dominion Monthly.—The June number of this popular Magazine is on our table, and, as usual, it is well worth perusal. The principal articles are Manuscript of Father Ambrose; Grainger Lee and his people; John Kapack's Experiences; The Diamond Fields of South Africa; The History of Canadian Geographical Names; Hester's Ordeal, with a number of miscellaneous pieces in Prose and Poetry; John Dougal & Son, Montreal.

We are informed that a lecture will be delivered here to-morrow (Friday) evening, on the subject of a Prohibitory Liquor Law. Mr. L. Warner is the lecturer, and he is said to deal with his subject in an able manner. A prize of a German Lithograph of Ten Nights in a Bar room will be awarded to the boy or girl who will tell the most persons of the lecture, and urge them to go and hear it. Admission free; collection at the close of the lecture.

The result for the new election for South Ontario, consequent upon Mr. Gibb's Cabinet appointment, was received on Saturday. The nomination is appointed for Monday 23rd instant, and the polling for the 20th instant.

South Ontario is safe contested in the Reform interest by Mr. James Holden.

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to raise the price of produce, enhanced by value, and population and wealth increased by the development of the country and the expansion of its trade and industries, does not admit of a doubt, and if the question is fairly submitted to the taxpayers, we shall be greatly disappointed; if their vote on the by-law to secure the construction of the Credit Valley Railway through Wellington, does not justify our conclusion.

TOEONTO, GREY & BRUCE RAIL
WAY.

On Tuesday last a trial run -

On Tuesday last a trial train was run through from Toronto to Owen Sound, having on board Messrs. John Gordon, President; T. G. & B. Railway Company, Vice-president; John McNaull, and J. S. Baxter, Directors; Edmund Spratt, Chief Engineer; Charles Readman, Engineer; Neil Weatherston, General Superintendent; W. Bourne, Maintenance Superintendent; W. Watson, Paymaster; Hon. A. McNeil, Minister of Agriculture and Public Works for Ontario; A. D. Thompson, President of the Board of Trade, Toronto; William S. Dickson, H. S. Howland, W. Scott, M. F. P., and one or two representatives of the Toronto press. The train consisted of a baggage van, smoke

the car and a passenger coach, was drawn by the engine "Owen Sound," in charge of David Weeks, and Wm. Lewis, of our own great crew. And his part as conductor at every station along Orangeville, there were crowds of people to view the first passenger road train that had ever gone over the road. On the platform at Fletcherton there was a band of music. From here a large number of ladies and gentlemen, together with the band, were taken for a ride over the line. At Markdale an arch was erected and the station building was duly consecrated. An address was presented to the excursion party by Mr. Wm. Brown, a prominent resident of the village. At other stations arches were also erected. Upon arrival at Thatsville the train was cordially welcomed by Dr. McGregor, and invited to partake of a champagne luncheon, which had been prepared a spring in the vicinity of the station. We need hardly say the invitation was thankfully accepted, and the sociability of the good people of that neighborhood enjoyed to the full. The train having met with no mishap reached Owen Sound about half-past eight o'clock, where a large concourse of people, with the band of the 31st Battalion, W. M., had assembled to welcome the excursion party. Addresses of welcome were presented by the Mayor, Mr. Chisholm, on

half of the new legislature, and by Mckellar, Macart and MacLean, on behalf of the Bank of Canada. To both of these Mr. Durkin, the President of the railway, made suitable replies. The party were also made the guests of the town, and having been conveyed to the Queen's Hotel were right royally entertained. Speech making is usual on such occasions, and indulged in. Here Mr. McCallum, a friend of the narrow gauge system from its inception, expressed the opinion which the trip had afforded him, and hoped that as long as the whole of the West Country would have the benefits of cheap transportation. He also informed the assembly that instead of the Government of Ontario being nearly bankrupt in a short time they would have upwards of \$100,000 to invest in some place. Mr. Speer and Mr. Baxter suggested to Mr. McCallum the propriety of some further aid being granted to the Toronto Grey & Bruce Railway, the latter gentleman stating that in consequence of the construction of the road money had been paid into the Provincial Treasury for land during the last eighteen months than during the previous seven years. After spending a very pleasant evening the party broke up about half past two. The Toronto gentlemen and their friends left Owen Sound on Friday about noon, and arrived at the Union Station, Toronto, a little before midday.

of an incendiary. The building was insured, but to what amount we have been unable to learn. Estimated loss, \$500.

DOMINION DAY—EXCURSION FARE

ON THE TORONTO, GREY & BRUCE RAILWAY.—We are credibly informed that the General Superintendent of the Toronto, Grey and Bruce Railway has decided that on Dominion Day, return tickets will be issued at one fare, to all stations on the line of the Railway. We hope the privilege will be largely availed of, and that it will be the means of bringing a great number of people to our good town to enjoy the sport which will be provided. Long may Dominion Day be widely and worthily celebrated!

ACCIDENT.—As the reverend Archdeacon Palmer and the Rev. F. Alexander were driving quietly along in the vicinity of the Iron Bridges on Friday afternoon, the king bolt of their buggy came out and the front wheels being suddenly drawn from under, the reverend gentlemen were thrown violently to the ground. Mr. Alexander fortunately escaped without any serious injury; the Archdeacon is much bruised about his right shoulder and arm, but by careful nursing and keeping perfectly quiet for a few days it is expected that he will be all right again.—*Gadph Herald*.

CROPS IN EAST GABAFRANA.—Fall wheat looks excellent and promises an extra crop. Spring wheat looks well considering the dry season,—but did not make as much progress as it would have done if it had got an occasional shower. The meadows have suffered, and it is feared the hay crop will be light. The potato bugs are already on the lookout, waiting for the potatoes to come through the ground, and it is to be feared that this pest will prove very destructive. P. S.—Since the above was written we have had a splendid rain which has improved the appearance of everything.—Record.

We would call the attention of our readers to the advertisement of the Gardner Sawing Machine, which we have always heard spoken of very highly, and believe it is all the manufacturers claim for it. It has lately been very much improved, and is fitted out with all the new novelties in attachments, &c. The machine has had wonderful sale, the manufacturers having sold nearly 20,000 since its introduction into the market, a little over two years ago. Mr. R. Harrop is the agent for Orillia and vicinity. We would recommend all needing a machine to call on him and get a Gardner.

THE REV. L. WARNER delivered an address before a large and intelligent audience in the Temperance Hall, First Street, on Monday evening, on the necessity for a Prohibitory Liquor Law. He treated the subject in a very masterly manner, exciting the sympathy of his auditors by his impressive descriptions of the evils of the Liquor Traffic, while convincing their judgment of the importance of suppressing it by his cogent arguments and eloquent appeals in favor of Prohibition. At the close of his lecture, he was tendered a hearty vote of thanks for his instructive and interesting address.

A THUNDERSTORM passed over the Pernambuco neighborhood in East Guarapaxa on Tuesday afternoon. The lightning struck Atchison's Rosin House, going down a chimney, along stove-pipes through two rooms, out through the bottom of the stove, and through the floor into the cellar. Some of the stove pipes were ripped apart and thrown out of the house by the electric fluid, which shattered the bottom of the stove and splintered a sleeper, as also a large elm post on which it rested. Though there were people in the two rooms through which the lightning passed in the stove pipe, none of them was injured, and the damage to property is very slight.

The barns and outbuildings belonging to Mr. Charles Dwyer, on lot No. 18, and Mr. Samuel Wilson, lot No. 19, 5th concession, Albion, were destroyed by fire on Thursday the 5th inst. The neighbor-

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