

party returned to the station where trains were in waiting to convey the excursionists to their homes. All seemed highly pleased with the day's proceedings, nothing having occurred to mar the enjoyment of the festivities.

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RAILWAY COLLISION.

A collision which might have been attended with fatal consequences, occurred on the Toronto, Grey & Bruce Railway, on Sunday. The Gordon, with a van and some flat cars, left Orangeville early on Sunday morning, to deliver lumber for fencing on the Grey Extension, and on returning in the evening collided with the Robert Walker, about one mile west of Orangeville. The collision occurred at a point where the road curves abruptly round a hill, and neither of the engine drivers saw the other until they were within a few yards of meeting. A number of persons on both trains saved themselves by jumping from the cars, but a few were more or less injured by the collision. The engines were badly damaged, the tender of the Gordon being completely wrecked, and the trucks of the Walker broken. Some of the flat cars were also badly damaged. The loss to the railway company is estimated at \$3,000. That so few were hurt and none killed was a matter of surprise to all who visited the scene of the accident. The engines were employed in the construction of the Grey Extension, and the disaster was the result of a misunderstanding among the drivers as to running orders. This accident could not have occurred on a week day, when drivers have to await running orders before leaving stations, and it is to be hoped that it will have the effect of putting a stop to the running of trains on Sundays.

SCHOOL EXAMINATION AND PICNIC.

The semi-annual examination in Section No. 2, Melanchthon, took place on Monday, the 14th of July, commencing at 8 o'clock, A. M. There was a very large attendance of ladies and gentlemen resident in the section, besides some persons

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The Battalion Band and other passengers on the steamer Smith, on her last trip down presented the Captain with an address expressive of their high appreciation of his able seamanship and gentlemanly conduct during their passage on the boat. The presentation took place at a champagne dinner given to the skipper and his officers by the band.

THE CHAS.—The crops of all descriptions in this vicinity have a very encouraging look with them. They have the appearance of being better than they have been for many years. We have made two trips lately to the north and north-west, and from careful observation we find this is the case in all this section of country.—*Can. Advertiser.*

ABOUT three hundred excursionists sailed on the favorite steamer Francis Smith, for up the lakes, on Tuesday night last. Among them were Lieut.-Gen. Howland's family, the Lord Bishop of Toronto and many others of the highest standing in Toronto. The Battalion Band serenaded the Captain and party at the Superior Wharf, on the arrival of the steamer here.

The *Mail* will find out, that like "Polly"

when the Parliament meets—on the 11th to discuss the Pacific scandal. Braggadocio and threatening will suit neither the Governor General nor the Representatives of the people.

It will be seen from our advertising column that the Toronto, Grey and Bruce Railway will be open for mixed trains on Saturday 9th August, and that on and after Monday 11th August regular trains will be run to and from Toronto. The formal Grand opening of the road will take place early in September, when additional arrangements will be made to secure quick and safe connection. Our merchants and the public generally will be glad to learn that we are now to have railway communications of our own, without trusting to the Northern.

DROWNED.—A very sad case of drowning occurred to a young lad at Southampton on Thursday last. Young James Murphy, whose mother resides in Guelph, had been spending his holidays in Southampton, and while bathing in company with some other juveniles, fell off a log in the river and was drowned. Efforts were made to save him, but without avail, although the body was subsequently recovered, and sent to Guelph by train. The little fellow was a handsome and intelligent boy, and his loss will be a great blow to his mother.

It is now more evident than ever that there must be an immediate and impartial investigation into the charges brought by Mr. Huntington against the Government. The house of the committee to decide involved

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LOST.

LOST, on Monday last, between Allenford and Denny's Mills, a lady's large-sized woollen plaid. The finder will be suitably rewarded upon leaving it at, or sending it to
SPIERS & EDGAR'S HOTEL,
Owen Sound.
July 29th, 1873.

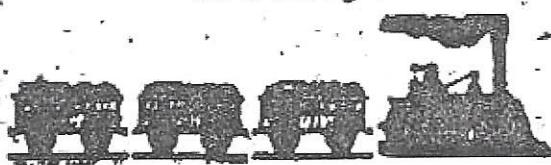
Town Lots For Sale.

LOTS Nos. 26, 29, and 30 on the East side of Poulett Street, containing an acre and a quarter of land, planted with an orchard of choice varieties of healthy young fruit trees. A good roughcast dwelling house and a frame stable on the premises. These lots will be sold together or separately. For further particulars apply to JOHN GUTHRIE, or to

JOHNSON-PARKER.

Owen Sound, July 29th, 1873.

Toronto, Grey and Bruce Railway.



Opening of the
GREY EXTENSION

TO

OWEN SOUND.

ON SATURDAY, AUGUST 9, 1873,

A MIXED TRAIN will leave Union Station, Toronto, for Owen Sound and Intermediate Stations on the Grey Extension of the Toronto, Grey and Bruce Railway, at 9.00 A. M. And on and after Monday, 11th August, a Mixed Train will be run daily in connection with the 3.45 P. M. Train from Toronto, and 3.15 P. M. Train from Mount Forest, leaving Owen Sound for Toronto at 5.00 P. M., and Orangerville for Owen Sound at 7.25 P. M., calling at Intermediate Stations.

NO LIMITED QUANTITY OF FREIGHT WILL BE TAKEN BY THIS TRAIN.

Freight from Toronto intended for shipment same day, must be at Queen's Wharf, Native not later than 2.00 P. M.

GRAND OPENING EARLY IN SEPTEMBER,

When the Grey Extension will be in full operation, and additional Trains, making QUICK TIME AND SURE CONNECTIONS, put upon the road, of which due notice will be given.

N. WEATHERSTON,

General Superintendent.

Toronto, July 26th, 1873.

For Sale or to Let.

LOTS Nos. 17 and 18, Con. 4 Holland, East of the Toronto and Guelph Road, 2-miles from the Railway Station, containing 100 acres, 83 cleared, a good log barn 16 feet long, a good dwelling, about two acres of a good bearing orchard; the land is well watered by two spring creeks, and fenced with good cedar rails. For particulars apply on the premises to

July 7, 1873.

JARVIS MATTHEWS.

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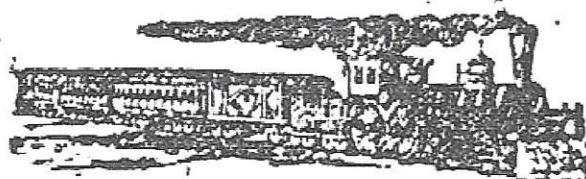
BRAN AND SHORTS.

And a first class lot of Cracked Wheat, which will be sold at the lowest market prices.

R. WILSON,

Orangeville, July 31, 1873. 30-t.

Toronto, Grey & Bruce Railway.



OPENING OF THE GREY EXTENSION

TO

Owen Sound!

ON

Saturday, 9th Aug., 1873,

A Mixed Train will leave Union Station, Toronto, for Owen Sound and intermediate Stations on the Grey Extension of the Toronto, Grey & Bruce Railway, at 9 A.M.

And on and after Monday, 11th August, a Mixed Train will be run daily in connection with the 3.45 p.m. Train from Toronto, and 3.10 p.m. Train from Mount Forest, leaving Owen Sound for Toronto at 1 p.m., and Orangeville for Owen Sound at 7.25 p.m., calling at intermediate Stations.

A Limited Quantity of Freight

Will be taken by this Train.

Freight from Toronto intended for shipment same day, must be at the Queen's Wharf Station not later than 2 p.m.

Grand Opening Early in September,

When the Grey Extension will be full operation, and ADDITIONAL TRAINS, making Quick TIME AND SURE CONNECTIONS, put on the road, of which due notice will be given.

N. WEATHERSTON,

General Superintendent,

Toronto, July 26th, 1873. 30-t.

Land for Sale in Proton-

LOTS 236, 237, and 238, 3rd Range South of the Toronto & Sydenham Road, in the Township of Proton, within half a mile of the Dundalk Station of the Toronto, Grey & Bruce Railway. Each Lot contains 50 acres more or less. There is a quantity of very valuable cedar on the premises, and the bal-

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Owen Sound Advertiser

Grand Opening, August 14, 1873

THE TORONTO GREAT AND BRUCH RAILWAY.

ARRIVAL OF THE FIRST PASSENGER TRAIN.

Mr. Day has us a day long to be remembered in the railway history of Owen Sound. At two o'clock on the evening of that day the first regular railway train that ever ran to this place was safely brought into the station here, by Conductor Spragg. The train consisted of the locomotive and tender, two passenger and three freight cars - Among the passengers were Mr. Winger, chief engineer, and Mr. Weatherston, general superintendent of the road, and a number of ladies from Toronto. The train was met at the station by a large number of our citizens, who, although this was not the formal or grand opening of the road, were only too glad to have this opportunity of welcoming to Owen Sound the first regular train over a road that it is expected will contribute largely to the growth and mercantile prosperity of our town. And this it will assuredly do. Although at present but one train a day is running to Orillia, the advantages of direct railway communication with the Queen City, are already being realized by our merchants and tradesmen. Freight shipped from Toronto in the morning arrives here the same day. Now, of those days of one, two, three, and even four or more weeks, such as merchant cargo had to put up with for many months past, are experienced. Freight is shipped through direct, both to and from Toronto; and passengers make journeys in about a

day by other road, without the necessity of staging it for eighteen or twenty miles. The Company intend shortly to have a second station house erected here, and in the meantime a temporary one, sufficient for all present purposes has been provided. Early in September the grand opening of the road will take place, when additional trains will be put on, which will enable parties to go to Toronto, do their business, and return the same day. The benefit thus to be derived by the public will be great; and the prospects of the Company are equally good. Not only will there be a large passenger traffic, but the freight trade will be great. Freight has already accumulated here to the amount of several tons above what the Company have room on this end of the line for carrying, which is owing to the road yet requiring improvement.

Editor - Please excuse a short line in con-

nection with the above. I have just received a circular from the Standard Oil Company, announcing that they will open a branch office in Owen Sound, and will commence operations in the month of October. The office will be located in the building recently erected by Mr. J. C. McLean, on the corner of Front and King streets.

TOWN COUNCIL.

The Town Council met on Monday evening last, the Mayor in the chair, Peter Morris, Miller, Creasey, Harrison, Frost, Frost, Far, Harrison, Pateman, Allen and Norquay.

An account from Peter McAllister, concerning Coalbrook thistles, was presented.

The chairman of the Committee on Streets and Public Property presented his report, re-

commending that a culvert be built on top of Campbell street hill, and a small bridge at the bottom; that a culvert on Second street, opposite Macdonald's stone building, be repaired; that Baker street, opposite the old church, be graded and gravelled; that a culvert be built and stone landing done in front of a house bridge built by R. Leitchbridge, near the swing bridge; that \$5 be granted for the improvement of the "goat path"; that wood work be done on Spiller's hill; that \$25 be expended on Union street, with a small amount of work to be done in front of J. Rawland's house; that a few days' work be done on Harrison street, and that several culverts, especially those each side of the Swings Bridge, be repaired.

As the cost of these improvements will exceed the amount appropriated for road improvement purposes, the Committee asked for an appropriation of \$100. Report adopted.

The chairman of the Railway Committee presented his report, recommending that the Council invoke the President and Vice-President of the English Board of Directors of the Great Western Railway, and the Directors of the Great Western Banking, and the Directors of the Wellington, Grey and Bruce Hall, to visit Owen Sound, and tender them the usual invitation to do so. The Mayor and the Mayor of G. W. R. at Hamilton. Report adopted.

According to a promise made in the visitors' book, the Mayor, that is the event

of Tuesday, shall receive a visit from the T. V. & M. L. Company, and the members of the Council.

There was no action taken in this matter, and the Council adjourned for two weeks.

When the "battle of the gauge" was in progress, one of the objections urged against the narrow gauge was its increased propensity for the timber trade, as it was asserted that such a gauge could not be carried round the sharp curves, which are one of the most important features of the narrow gauge system of construction. Spragg has proved the fallacy of this argument, as both the narrow gauge lines have carried very large quantities of timber all kinds. It is stated that a stock load carried into the city of Toronto at the Toronto, Grey and Bruce Haulage was the largest ever carried over any Canadian road. It contained over 400 cubic feet, and was 100 feet long by 10 feet wide, and 6 feet deep. It was transported in half a dozen flat cars, and was hauled with more round the sharp curves on the line. So says the Mail.

The London Advertiser says a narrow gauge made its appearance in no far places, paying the tobacco plants. It is a short, thick and strong bag, bearing some resemblance to the potato bag, but differing from it in being shorter and larger in diameter. The wire used

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while the conduct of the opposition is not only impolitic and unreasonable, but also unconstitutional.

LITTLE TORONTO.

AMONG the many villages which have sprung up along the line of the Toronto, Grey & Bruce Railway, Little Toronto, or Luther, as it is more generally called, is perhaps one of the most progressive. Three years ago it contained only one solitary dwelling, but now it has nearly thirty handsome residences, a steam saw mill, three general stores, a good hotel, a wagon and blacksmith shop, a millinery establishment, together with three fine churches, and a commodious school house. A large business is done in the place, the saw mill, which is owned by Mr. A. Richardson, giving employment to several hands, while the stores of Messrs. Dawson & Scott, Gordon & Hamby, and Bristow & Bros., do a large and profitable mercantile trade. Messrs. Baxter & Bros., of the wagon factory, also do a large business, while the hotel, under the management of so amiable and obliging a landlord as Mr. Stukey is, affords every accommodation to the wants of travelers and guests. In the march of material progress, the denizens of Little Toronto have not lost sight of the spiritual wants of the community, as four denominations hold services in the village every Sunday, while a Sabbath School, superintended by Mr. P. Duffy, is well attended by the youth of the place. Among the new buildings in course of erection, are three churches—Episcopal, Wesleyan and Presbyterian—and a handsome frame school house. Altogether the village has grown rapidly, but its progress has been somewhat retarded in consequence of the difficulty of purchasing building lots, and the imperfect transit facilities afforded by the Toronto, Grey & Bruce Railway. These hindrances to its growth will, however, soon be removed, as Mr. M. Leeson has just placed a number of eligible building lots in the market, at prices which cannot fail to satisfy intending purchasers, while the Toronto, Grey & Bruce Railway Company, has, on account of the rapidly increasing business of the place, decided to erect commodious buildings at the station. Situated midway between Arthur and Orangeville, in the center of a fine agricultural district, rapidly increasing in wealth and population, Little Toronto cannot fail to become a place of considerable importance.

Local Intelligence.

BOTTLED ALE very cheap, at the Maple Leaf Store.

DIRECT railway communication was opened on Saturday between Toronto and Owen Sound, by the Toronto, Grey and Bruce Railway. The first passenger train arrived at Owen Sound from Toronto at eight o'clock in the evening.

NEW WHEAT.—Mr. Allen Nelson, of Caledon, delivered two hundred bushels

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per rod, and the contract for grading and building culverts on Princess and George streets has been awarded to Thos. Leadbeater, of Grey, at \$1.40 per rod.

HAIL.—A very heavy hail storm passed over the north-east part of Grey on Tuesday afternoon. A fine rain also fell in this section in the evening.

SPORTS.—The return match of baseball between the Independents, of Brussels, and the Broad Gauge club, of Bluevale, was played at Bluevale on Friday last, resulting in a victory for the Independents by a score of 55 to 40. Dr. Leonard acted as umpire.

Wroxeter.

ACCIDENT.—One of the men employed on the Toronto, Grey and Bruce Railway met with a fatal accident at Fordwich, on the 9th inst. While driving down a hill near the village he fell out of a wagon and the wheels ran over his breast, causing almost instantaneous death. Dr. Smale, of Wroxeter, held an inquest and returned a verdict in accordance with the facts.

SIGNS OF THE TIMES.—We are glad to see that our villagers are bestirring themselves in the way of improvements. Mr. Kuuteson has put up a very neat store in the place of the one which was burned down a year ago.—Mr. Hood is putting up a brick front to his house and store.—While our enterprising townsmen, Mr. Saunders, has erected a commodious building, which is occupied by Mr. Paulin, tinsmith, and Mr. Hodgson, cabinet-maker.—Dr. Smale has a handsome brick residence in course of erection, which, when finished, will be an ornament to the village.—Mr. Robert Miller is also putting up a large planing mill, sash and door factory.—But the great want of our village at the present time is a number of comfortable cottages, which could be leased at a reasonable rent, as house accommodation is scarcely to be had with pleasure.

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Wicker's Express Company.

THE above Company have opened offices at all Stations on the Grey & Bruce Extension of the Toronto, Grey & Bruce Railway, and are prepared to receive and forward Parcels and Packages to and from all Stations on the main line and its branches. Parcels and Packages will also be forwarded or received by Stages where stage connections are established with the Railway.

R. HARROP,

Express Agent at Orangville.

September 10, 1873.

37-3in.

To Tailors.

FOR SALE BY THE SUBSCRIBER, A large Singer Sewing Machine, in good order, only used a short time. Will be sold cheap.

F. IRWIN.

Orangerville, Aug. 14, 1874. 33-4in.

CASH for HIDES

The undersigned having opened a

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... 4 8 from Ontario Bank for present month.
1, 26. 2 4 The Council then adjourned to meet again
4 2 at the same place on Monday, 22d inst.
11. 4 2 W. Baldwin, Clerk.
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Toronto, Grey & Bruce Railway.

ANNUAL MEETING.

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The annual meeting of the Directors

and Shareholders of the above Railway
Company took place yesterday, at their
offices on Front street. The President,

Mr. J. Gordon, occupied the chair, and
there were present Mr. G. Booth, J.

Bain, W. B. Hamilton, Thomas Hod-
gins, Hon. J. McMurrich, J. J. Vickery,
W. S. Lee, George Lewis, Henry Peillatt,

W. H. Hegtry, T. McGaw, D. McGrath,
John Morrison, John Baxter, W.
Ramsay and E. Wrugge.

The Chairman briefly addressed those
present and formally opened the meeting.

The President, seconded by Mr. G.
Lewis, moved the adoption of the report,
which motion was carried.

Mr. J. J. Vickery, seconded by Mr.
W. B. Hamilton, moved "That the
thanks of the meeting be passed to
the President and Vice-President, Directors
and officers for the efficient man-
agement which the works on the railway
have been carried out during the past
year, and that each Director be paid \$3
for every board meeting attended by him
for the last year." Carried.

Mr. G. Lewis, seconded by Mr. W.
H. Bailey, moved "That H. Peillatt and
W. S. Lee, be appointed scrutineers for
taking the vote of the shareholders on
the election of the vote of the directors
for the ensuing year, and that the poll
be closed after it has been open for one
minutes without a vote being tendered
or received, and that the scrutineers be
paid \$6 each for their services." Carried.

Mr. W. S. Lee, seconded by Mr. J.
Baxter, J. P., moved "That Messrs. G.
A. Barker and S. Symonds be appointed
auditors for the current year." Carried.

The following Board of Directors was
then elected:—Messrs. J. Gordon, J.
Baxter, Hon. R. Dixon, Captain Dick,
J. Morrison, W. Ramsay, T. H. Lee, W.
M. Clark, and W. B. Hamilton.

The meeting then adjourned.

At a meeting of the Board of

Directors held last evening, Mr. John

Gordon was elected President, and

Mr. Wm. Ramsay, Vice-President of

the Company.

To-morrow, (Wednesday) is the regu-

lar monthly fair day.

Do you want a cheap sofa or lounge?
Go to Cheeseman & Begg's. See ad.

TO-MORROW, (Wednesday) is to be
observed as a public holiday in Owen
Sound.

The Bank of Hamilton will open an
agency in Port Elgin on the 1st of
October.

Business is improving in Listowel.
The Division Court Clerk is advertising
for an assistant.

THE Grey battalion will assemble for
annual drill at Owen Sound on to-mor-
row (Wednesday).

The early morning train from Harris-
ton, on the W. G. & H. Railway, has
been discontinued.

Mr. J. McShane, formerly proprietor
of the "Star News" has now undertaken
the business management of the "Guelph
Advertiser."

This journal will be pleased to learn

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	DLEAFORD has a young men's ian Association and a Board of Trade.	to the 69244
	THE Dominion Telegraph wires are being strung from this place to Durham.	A brakes was in day, M freigh
	LINCTON Agricultural Society will hold its annual exhibition next Monday, 29th inst.	Fix Friday occurred numerous
	THE village of Meaford expects to have a brass band, the instruments for which will cost \$200.	Gr provin the er receiv that t
	THE market appeared quite lively yes- terday morning. The grain seems to be coming to town from all points.	met in th
	BUTTER SHIPPED.—Mr. J. Fleming of this place shipped 10,000 lbs of butter yesterday per T. G. & B. Railway.	The Stone West that C Jame gross comit
	NOTE the advertisement of W. Glan- ville. He has on hand a large stock of of goods, which will be sold cheap.	At nesda Newl ed fi each, scene gener atiye The p for good
	THE T. G. & B. Railway shipped from their Station here, 478 head of cat- tle on Wednesday and Thursday last.	Ci infor acres Harr dowm Reaj was farmi cut t only fort
	THE Meaford Monitor is rather "riled" at the way the advertising is done by the Ontario Government. Not at all strange!	
	THE newly published paper in the village of Thornbury, is "going for" the Meaford Monitor and the Collingwood Bulletin.	
	REMEMBER.—THE BEST AND CHEAPEST place to get your bill-heads, notes, receipts, &c., is at the CONFEDER- ATE Printing Office.	
	THE third number of the Standard, a new weekly paper, published in the village of Thornbury is to hand. It presents a very creditable appearance.	
	IMPORTANT!!!—Wm. Lee offers to the public splendid inducements in cheap furniture, and will allow a liberal dis-	

MFC

73 09 23

Toronto G. & R. Railway Annual Report.

The following is the report passed at the annual meeting of the Toronto, Grey and Bruce Railway, held last week.—

"The Directors have the honour to submit their report for the year ending 30th June, 1873, accompanied by the usual audited statement of receipts and expenditure, capital account and return of income and expenditure and details of account, showing fully the result of the working of the first section of the line from Toronto to Mount Forest, which has

been open for traffic during the past year. Attached will also be found reports submitted to the Directors by the Chief Engineer and by the General Superintendent. The gross traffic earnings for the past year on eighty-seven miles of the road in operation have been \$173,149.73; and the working expenses \$124,129.89, leaving a surplus of \$54,619.88, of which your Directors have applied \$33,328.70 in payment of the interest on the bonds subscribed to the section of the road between Toronto and Mount Forest, the balance being carried forward to next year's account.

"Your Directors regret that the result of the years' operations should fall so far short of the estimate made in the original Prospectus. The Board can hold out no prospect of a rapid increase of business on this section, as it is now apparent that it is only by the gradual development of the country that the traffic can be materially increased, a fact which promoters of parallel and cross lines should weigh well before committing the public to such enterprises.

"Your Board cannot object to local funds being contributed and spent in such a manner as the donors may deem best. They claim, however, some consideration for acquired and vested rights, on the faith of which large sums received from home and foreign sources have already been laid out. The failure to acknowledge such rights would inevitably check the flow of foreign capital towards this country, whilst it is so much required for the development of its resources. The policy of the public funds being expended in aid of lines, popularly called competing, running into territories already fully occupied, and where the traffic, present and prospective, is so slight as to be insufficient to maintain the existing road, is at least questionable. The territory lying between the Northern Railway on the West and the Grand Trunk and Buffalo and Lake Huron Railway on the south and east, estimated at 6,830 square miles, was in 1863 wholly unoccupied. It now has five lines or branches, four about completed to the Lakes, and the fifth rapidly being pushed in that direction. To invest more capital in new railways in that district for some years to come is more than the most sanguine railway promoter should venture, and it would be almost a crime to seduce foreign capitals into such undertakings."

"The Directors congratulate the stockholders on their having been enabled to open the Grey Extension from Orangeville to Owen Sound for traffic on the 9th of August, the very day called for in the bond given by the Company to the County of Grey upwards of two years ago. Since that date one train daily each way from Toronto has been regularly run. Notwithstanding that the ballasting of that section of the line has not been yet fully completed, and that the train service has therefore been imperfect, the Directors are happy to say that the result of this working so far satisfies their expectations. They have every confidence that as soon as the line is completed, and in full working order to Owen Sound, which they hope will be about the 1st of October of this year, there will be a satisfactory increase in the business of the Company."

"The Directors have purchased sufficient rails to extend the road from Mount Forest to Harriston, a distance of ten miles, and hope to have that section open for traffic this fall, in time to secure a share of the season's business. It is believed that this extension (Harriston being the point of junction with the Wellington, Grey & Bruce Railway) will secure to the Company a considerable increase of traffic without materially adding to the working expenses. The completed to Harriston will give the Company 163 miles of road."

"A large portion of the Bruce extension from Harriston to Teeswater is nearly ready for the rails, and the Board trust their successors will be enabled to open it for traffic in good time next year."

"The Board have to state that there are several Municipalities forced by the railway who have not yet compensated towards its construction. They would, therefore, recommend their successors to press the claims of the Company on them in order that the original intention of the promoters, viz., equal justice to all—may be carried out."

"In conclusion, your Board beg to state that a large portion of the works on the Grey extension has proved more difficult than was expected. The advance in labour and material of all kinds, not actually on hand or contracted for, has taxed the energy and resources of the Company greatly, and they call the attention of their successors to the following paragraph in the report of the Directors presented at the last annual meeting, which is still, they think, pertinent to the present state of the Company's affairs."

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events in connection with the
Scandal from its inception to the appoint-
ment of a Royal Commission to inves-
tigate the Pacific Railway charges.
Throughout the conduct of the Govern-
ment has been manly, straightforward,
and statesmanlike, while the course pur-
sued by the Opposition has been not only
unstatesmanlike, but factious and dishon-
orable.

Local Intelligence.

No. 1 Flora \$5 50 per barrel, at the
Orangeville Mills.

The laying of the rails on the Harris-
ton branch of the T., G. & B. Railway
was commenced on Monday, September
15th.

A CONVENTION of the various Tem-
perance Associations in the County of
Peel, will be held at the Village of Mil-
ton on Friday the 3rd of October.

To THE LADIES.—Just received a
large assortment of chignon's, braids,
mittens, curl, combs, &c., at W. J.
Johnson's Bazaar, Broadway.

OBITUARY.—We regret to have to
circulate the death of Mr. Robert Mac-
Lennan, which ill event occurred at his resi-
dence on Purple Hill, Moos, on Saturday.
The deceased was in his fifty-eighth year,
was a native of Ireland and having emi-

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