their surfaceures of martil to day

This Afternoon's Desputches.

Reported Fallure of Jay Cooke A Co

NEW YORK, Sept. 18. There is very great excitement on the street in consequence of the announcement of the failure of Jay Cooke & Co., and the question is generally asked, "Who is next?"

Stocks took a tumble generally from 3 to 10 per cent., caused as much by apprehensions of the future as by the

HIE ADDIT TO OPEN TO JARVIS
HT 17 Sep 1873

patient consideration. We believe our assets to be largely in excess of our liabilities.

("Signed), "JAY COOKE & Co."

New York, Sept. 18.—The suspension of Jay Cooke & Co. is only temporary, and no business will be transacted to day. It is understood that all parties will be protected. The recent state of affairs in New York has considerably affected the house. There is great excitement on the street concerning the matter, and a large crowd is gathered around the office. The suspension of the Midland Railroad Company is said to have something to do with this suspension, and the Northern Pacific road, it is rumored, has likewise assisted to draw on their treasury.

A despatch from Washington says the First National Bank has suspended.

FROM CALEDONIA.

Opening of the H. & L. E. R. R.

CALEDONIA, Sept. 18th, 1873.

The train from Hamilton arrived here at 10:35 a.m. with about 300 passengers. The road is in good order and everything promises well for the opening to Jarvis. An immense crowd of people were at the station to welcome the train; the village is dressed in all its best array, and bunting flying in all directions.

FROM TORONTO.

Personal Sir John A. Macdonald's Evi-

TORONTO, Sept. 18.

Hon. Alexander Mackenzie, has returned to the city.

Hon. Archibald McKellar is away from the city on business connected with his Department.

The impression prevails here that the evidence of Sir John A. Macdonald, as narrated by himself, in response to a request from the Commissioners, and without cross-examination from them, goes to prove Mr.

Catter's Committee 2 12.20
In and another County 2 12.20
In Catterin 2 12.20
Containing part J. N. Manderskill 4 2.20
Min ten.

Just the slight contributions of a front to the cause of Union and Progress you know Sir Hugh. Allan Liew that if the Grits ginto power we could not have pure Government, so he spent \$118,000 in bribery to prevent so dreadful a catastrophe. Occur rous man! he, of course, expected no return save that which is dear (very dear to him; to every patriot—the good of his country Will the Commission trace out the remaining \$230,000 we wonder, or will that be left for Parliament?

RIGOROUS DISCIPLINE.

Teachers in Southern schools appear to have strong ideas on matters of discipline In Georgia recently a teacher, named Alex ander, had among his pupils a young man of twenty-one, named Moss. We say "had, for both teacher and pupil now belong to the past. A complaint of breach of rule was laid before the teacher against Moss, who, on being questioned thereon, flatly denied the charge. An angry dispute arose, and the mode of punishment adopted by the teacher was to draw his knife and stab Moss in the breast. Moss retorted by drawing a dagger and plunging it into the teacher's heart. Alexander's wife then took her husband's knife and stabbed Moss in the back. The teacher and the pupil died in a few minutes. Both educating and being educated must be dangerous work in Georgia, if the knife and the dagger play a part in the intercourse between master and scholar. In this case the teacher was the more criminal of the two in enforcing his authority by the knife, but they must be dangerous scholars who go armed with daggers to their daily studies. The only comfort the authorities have is that there is no one left to be hanged -that is if they do hang for murder in Georgia-unless they bring up the wife for helping her husband. The remaining pupils, we judge, will not be in a hurry to go back to school unless the new teacher pledges himself not to inflict punishment with cold steel.

HINCKS AND HIS CONSTITUENTS.

When his British Columbia constituents come to hear that Sir Francis Hineks views the Canada Pacific as "a bad speculation," and would neither put money in it himself nor advise his friends to do so, we think they will be inclined to look upon Sir Francis himself as "a bad speculation" on their

of Constable Searth. It seems that Sarah must have her beer, and she manages to get it in spite of the efforts of her friends to prevent her procuring some, and after the has been sufficiently primed she goes out on a neighbour-abusing tour. His Worship fixed her \$1 or 20 days.

VAGRANTS.

David Wilkinson, the old bummer referred to above, pleaded that he hadn't had an opportunity to make tracks for a different locality, but promised to leave for St. Catharines before this time to-morrow if let all. He was allowed to go on that understanding.

ASSAULT.

James Murray was charged by James Butler with assaulting him, but having made ar outside settlement the case was

HE TO OPEN TOMORREL HT 17 Sep 1873

proceedings were opened by an able speech from the chairman, stating the object of the meeting, and, amongst other matters, alluded to a farmers' meeting held in Garafraxa, commending the resolutions passed there to their notice. Resolutions were passed condemning the grouping system as practised by the Company, and, having voted it as tyranical and unjust, resolving to fight against the road in every manner. A person spoke in behalf of the road but made no impression on the meeting.

OPENING TRIP OF THE H. & L. E. R.-The H. and L. E. Railway Directors have their opening trip as far as Jarvis to-morrow. They have issued invitations, we understand, to a large party, including the whole of the shareholders of the Company, and it is expected that a considerable number will be present. They will leave by a special train from the King street station, as near 9 a. m. as possible, thus giving those invited from other towns an opportunity of arriving in time by the Great Western trains due in Hamilton shortly before that hour. We are glad to see such a near prospect of the opening of the line for regular traffic as to-morrow's proceedings would seem to indicate, and we hope that the Directors and their friends will have a pleasant and successful

REPLY TO MODERN SCEPTICISM.—It is gratifying to learn that tickets for the lecture to be delivered next Monday evening, in the Centenary Church are going off so well. The lecture will be a fine effort, no doubt, and as it is to be given by no less a person than Dr. Newman Hall, of London, England, and upon the subject, "The Reasonableness of Prayer—a Reply to Modern Scepticism," we expect to see a crowded editice. We believe the now somewhat notorious statements about the efficacy of prayer made in this country last winter by Prof. Tyndal will be taken up and considered in several bearings. Dr. Hall is learned and elequent, and as the

crushed off below the knee, while the reman — Carson was crushed to death where he stood. The train took tire, and two baygage and one passenger cars were thirted the baygage was, however, saved, and is not the passengers on the train were seriously injured. The affair was as soon as possible reported to Hamilton, and the authorities stones took charge, sending out assistance Jackson was removed from his position, and taken care of, and up to noon was still alive and in his senses. He is one of the oldest and most respected on this city, where he has resided for a long time with his wife and family.

LATER—3.15 P. M.—Dr. White will hele an inquest at 5 p. m. to-day, at Roach. Hotel, at the Station, where the body ha been bought. Jackson is sinking, and it i

will not long live. The left leg of below the knee, while the right adly injured. The passengers were shightly injured, or even shaken a visited the place about noon to

Scissors and Crucible.

has "a woman in black."

m: An expensive wife maket.

isband.

piece of crockery; The cnp tha

The Horticultural show is being held the Drill shed to day. Go to night.

The 13th Batt. Band at the Drill sheethis evening.

The H. & L. E. R. R. will be formall opened to-morrow to Jarvis.

Semi-annual sale of papers at the Mechanics' Hall next Friday evening.

An unusual number of drunken men die

grace our streets daily.

Dr. Hall preached in Buffalo on Sunda

and lectured on Monday last.

Toronto is voting to-day to see whether

Toronto is voting to-day to see whethe she will have the proposed water works onet.

We believe that there will be no band i the Square this evening. Will there be an more this season?

Edward Carswell lectures on temperant this evening at St. James' Hall. 10c. ad mission. Go.

A report presented to the St. John Boars of Trade disapproves of the establishment, a present, of a Canadian Lloyds.

Lawrence Barrett is again playing in Buf falo. He commenced the season with Riche liqu. Hope he'll come this way when ou hall is finished.

The Ontario Fruit Growers of Ontario arin session in Kingston to-day. A larg number of Western members of the Association are present.

Never flirt with a young widow who call you by your Christian name the secontime you meet her, unless you have made up your mind to the worst.

A Texan town was recently visited by clergyman for the first time in its history and the hospitable inhabitants proposed get ting up a horse race for his entertainment.

ting up a horse race for his entertainment.
"What are you doing there, you rascal?"
"Morely taking cold, sir." "It looks to me as you were stealing ice." "Well—yer—perhaps it will bear that construction."

An attorney, about to finish a bill of costs, was requested by his client, a baker, "to make it as light as be could." "Ah!" replied the attorney, "that's what you may

9/1/83 Tun

ayand description. The adly burned. Across his his watch chain, though es black of the scorehed iot a few jurymen were sight of the remains as

the Hotel, the followned. He was much

posed :- Lam a fireman, eat Western Railway; I of the deceased, and reof William Carson, my twenty-three years old, , and was a Protestant the Church of England; him alive was last night when we were both in i he appeared to be in. ow nothing of the acci-

ssion as to the best time roner adjourned the inriday afternoon at three

LATER.

corning, that about 7.30 ickson, died at the Stoney a house to which he had s wife had been with him od suffered a good deal, ieve, sensible up to

when he gradually sa scalded internally; v er, and the chances-ol rom the first of the n for even had he to allow of amputa t have died of ot llow was with him at his death. Jack hat when he arrived saw the other to ling, and thinking all

the rate of about her a-few feet from the | v the danger, and at once e. Had he been running e consequences of the e been of the most dele lived in London with family and was in ex-

E CAUSE. t the siding was too ill o reported. A man was i to take his place, and ie conductor of the train let him off. This he reman was carried on to station he took the next in-showed his order, but o attention, and he was smilton. So the office at racant, and no lights were he accident. Mr. David tor of the New York Exis duty to see that the penedit and afterthe one behind and ed, when he says, he ree "yes," or thought be Hair is most lamentable thly investigated.

Acceptation of Ontario.

times the performance of the

int, and lets of schoolers and propercies, but none of them recognized us."

Opening of the Mamilton & Lake Brie Rullway to Jaryts.

GALA DAY FOR THE FRIENDS OF THE ROAD.

To-day is being opened, amid sunshine and auspicious circumstances, the Hamilton and Lake Erie R.R. to Jarvis, and the Directors have placed a train at the disposal of the stockholders and invited friends. Among them we noticed the President and Directors of the road, the Mayor and Corporation of Aldermen, Joseph Rymal, Eq., M.P., the Sheriff and many of our leading citizens. The train, consisting of six passenger coaches and two baggage cars, with about 500 passengers, moved away from the King street depot about nine this morning, amid the cheers of assembled crowds. The engine "John Scott" was very nicely decorated, and drew the train easily. The rules of the Company in Caledonia have been suspended for the day, and a jolly time is expected.

FIRE.—This afternoon, in response to a continued alarm indicating fire somewhere in St. Lawrence Ward, the Brigade hastened eastward, and soon discovered in the rear

HT 17 Sep 1873

on Friday next, 19th inst., at Fairchild's saloon. A large attendance is requested.

T OST, A MOROCCO POCKET

Book, containing one \$4 bill, three \$1 bills, and

GENTS! SOMETHING NEW.

A. Used in every house. 22 Profit on every rale.

Mamilton Foot-Rall (lub.

THE ANNUAL MEETING OF this Club will be held at FAIBORIED'S Rooms, on PRIDAY Evening text, 19th inst, at a o'cleck. A full attendance is requested. Py order, G. W. GRIFFIN,

FOR SALE.

10 Jordan Street, Turonto, I am prepared to receive

afters for my business at No. (c) James Street, Hamile

PURCHASED

Business lately carried on by P. JEWELL, at

Any body returning same to this office

R. S. JARVIS, American Hotel.

Sec. Trea

219-21

ROOM

loose silver. Any body ret will be suitably rewarded.

Hamilton, Sept 18, 1873.

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Hamilton, Sept 18, 1873.

Hamilton, Eart 18, 1873.

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INSPECTION INVITED.Hamilton, Sept. 13, 1873.

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REV. NEWMAN

OF LONDON, ENGLAND, IN

The second secon ON MONDAY EVEN'G

Subject: "The Reasonableness of J Modern Scepticisi

TICKETS-40c .- For Sale by T. BICKLE & Son, J STUART & Co., J. C. CHILMAN, D. MOORE & King William Street.

DOORS OPEN AT 7.

Hamilton, Sept. 15, 1873.

AN UPHOLSTERER: ed to jobbing, fitting and laying a JAMES REID.

1573.

TO RENT, A DWELLcontaining about 10 rooms and ddress or apply to MR. GEORGE phonesissis whiling

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BY A MAN LATF-

married, any useful employment; would be willing, after a few months, to invest asum in the business if all suitable. Apply, for particulars, to J. BURTON, Post Office

VV Shop, a young boy about 16 or 18 years of age; one who would understand suisage making preferred; must be a good writer and well recommended. Good wages given. Apply at Times office.

healthy male child. Enquire at the General

WANTED IMMEDIATELY, A

Hamilton, Sept 17, 1573.

DWELLING TO LET THAT comfortable brick residence on the corner of James and Murray Street, now occupied by DR Millin, Possession given by of Cotober. Apply to CHARLES MAGILL

Hamilton, Sept 14, 1574.

Irmteil this

1 12 . 401

Hamilton, best 11, 1514

... arrived, well educated, middle-aged,

Hamilton, Sept 16, 1873.

WANTED, FOR A BUTCHERS

Hamilton, Sept. 15, 1873.

WANTED, FOR ADOPTION, A

Hespital, up to Saturday exching.

Hamilton, Sept 18, 1-73.

steady (improvement them. Apply to C. DELORME, corner Ganaon and Caronne streets.

OST-\$5 REWARD-A LARGE I sized Terrier; long yellow I mir; answers to the

WILSON, LOUKMAN & Cole Office win receive the above reward.

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Sept. 19.

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IL &. L. E. R.

Auspicious opening of the Manufison and Lake Eric Railway from Manufison to Jarvis.—Ramilton, Caledonia, Magazeville and Jarvis united by the from Mail.—Great Rejutings and threat his thusiasm along the Line.

Small beginnings often-time produce great results. This was exemplified yesterday in the opening of the Hamilton and Lake Eric Rullway from this city to Javaia, for traffic

In a speech made by John Scott, Esq. of

and passenger business.

Caledonia, on the occasion of the opening. he said that the first meeting in reference to the building of the road took place at Caledonia many years ago, and out of those who were present at that meeting only four survived to see the completion of the work yesterday. From the time of the inception until within twelve months ago this railroad, or attempt at a railroad, has been a child of misfortune. When the city of Hamilton subscribed for \$500,000 of stock, and Caledonia \$40,000, every one thought and felt that the road would be built and prove a benefit to the city of Hamilton; but, alas, men were not railroad men in those days. Instead of compelling a certain amount of work to be completed before issuing the bonds of the city, the bonds were issued first and disposed of. How much better it would have been for this city and Caledonia had the bonus system been in vogue and adopted! The years 1856 and 1857 carried the Hamilton & Port Dover road into the hands of its creditors, and out of the \$540,000 subscribed by this city and the village of Caledonia, the assets were 0. In 1862 an offer was made by the Buffalo & Brantford Railway to take and finish the road, and a resolution was passed by the Council relinquishing all the rights of the city in the road, provided the Buffalo & Brantford road would finish the road within one year, and agree to run two trains a-day each way between Hamilton and Caledonia. This offer was accepted, but not carried out, and the road remained in an unfinished state, a reproach and a bye-word to the citizens of Hamilton, until within a couple of years ago another and a more successful attempt was made to resuscitate and complete the road. Therefore it was with the greatest possible pleasure that over three hundred of our most prominent citizens and others from the adjoining counties wended their way yesterday morning to the King Street Station of the H. & L. E. Railway, where they found the locomotive John Scott gaily and tastefully decorated with evergreens and flowers and under the charge of Wm. Rogers, locomotive foreman, and Wm. Marshall, engine driver; men well known for their proficiency in handling an engine. The train, which consisted of six passenger coaches and two baggage cars, was in charge of Conductor Robertson, and, without wishing to flatter, we may say that if the same courtesy be extended in future to the travel-

with the supplement and the supplement Department was supplied the six of the the wife or want to known as buy tions invisioners much rose a come in sitings will in examination I wish in discussion Allerman alle sand " is there disputed beginned on blade field to proper to be a transport es itali enteradire te esta as diameter a phase Educa state, which habely house. "It was aumore breates are going to maste in the greature ... investable youth spirit and the "bankguil yesterday butween Caledonia and linguistic might have made the someth . " It is much gard is going to rot that to warre flying alonguide of the road which it is if southern would warm many a poor family and make glad the heart of many a hard working man the coming winter! Near Caledonia the Company have purchased an estensive gravel pit, which will be of meatimable value in ballasting the road, and from this pit the road is new being furnished with ballast At 3 o'clock p. m. the train arrived at Cale. donia. The passengers were met at the Station by the Reeve and Corporation of Caledonia, and the following address pre-

To the President and Directors of the H. & L. E. Railway Com'y.

Gentlemen:—We, the Reeve and Councillors of the Municipality of the Village of Caledonia, feel much pleasure on greeting you on the auspleious occasion of the opening of your line of railway to this pizes, an event we beg to assure you, long, earnestly and anxiously looked forward to by this Municipality, as likely in a large measure to increase its prospe ity, and not only its prosperity alone, but that of the whole Courity of Haldimand. Our interests, always very closely identified with the city of Hamilton, are now indissolubly united for weal or for wee by that great modern civilizer, a railway. Let us hope that those interests may here prove aniagonistic, but, on the contrary, continue to harmonize more and more, till perfect unity of feeling sentiment and interest prevail.

R. A. McKinnon, Reeve,

On behalf of the Corporation of Caledonia.

CALEDONIA, Sept., 1873.

To which the President of the Hamilton and Lake Erie Railway Company made a

suitable reply.

A procession was then formed, headed by the Hagarsville brass band, playing a lively quick-step. Tracks were made for the Drill Sned, where about four hundred sat down to a splendid cold collation. The shed was handsomely decorated with evergreens and flags, interspersed with mottoes: "God Savo the Queen," "From Ocean to Ocean," "Caledonia on wi' me," "Unity is strength," "Welcome to our guests."

Major McKinnon, Reeve, occupied the chair, with the President of the railway on his left, and the Mayor of the city on his right. The vice-chair was filled by the Hon. Isaac Buchanan.

The following togets were given and responded to very briefly:

"The Queen," music by the band.

" The Governor-General."

"The Lieutenant-Governor of Ontario."
The House of Commons.

These were respected to by David Thempson, Joseph Rymal and J. M. Williams, E.qs. "The City of Hamilton, the Mayor and

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The benthe, this year em the ment alon of the I that the grounds mouth . ing will not be disfigured in other years gone by been put in at the res. platform, too. The . cleaned and meely pare around it The palace and will be laid out as the south wing for sew west for fine arts and la north and east for the ciety, which has engar the floor will be late mer years, while in t cellent raised platform The Agricultural Hall w to the exhibition of tables. The sheds at all been over-hauled a lent repair, so that commodation for 350 cattle, 30 bulls, 300 st which have been placed These sheds are well as grounds, and will be label of the stock to be there provender is already being entire grounds and repair under the experienced mi Wm. A. Smith, Sup has for years held that We are glad to see that n the coming Exhibition. see the grounds.

FAST TRAVELLING.—We a couple of weeks since a the G. W. R. that may be one. In the evening a spe Thos. Dakin, Messrs. Pri other efficials left Londor distance of 76 miles. The the depot here in 110 mil London. Subtracting 15 stops at Princeton and Paseveral times, would leave no clear running time to make tance: 76 miles in 95 min was made in the Hamilton by Mr. Wm. Darder

do was in the ly was caught up and began the son with

been annoyed Milden South I mabliely in ever give summitted fruit. w Cretty pull a did not wish th a warning,

sanne O'Brien iguage yeaterthe fire, and agistrate said all the time. he worst. He send her to

N, AND ST. OF GLANFORD,

agregations of nd St. Paul's held a most a residence of The festival harvest that season. It ere had is at the ioned, which nottoes. An ade over the dwelling was al was based system, and mmittee that ladies proampting edi-

ng and old, irely happy. lightful, and satisfactory was present, vening playof military ymn, "Fair vith delight. the verandah organ, and lered a numental pieces We should short appro-

two p. m. by ent attended. ames at crose ball, and 1 prizes leasant on the lawn, ind well sup. Mr. Bull oc-Rev. T. S. also present ds gradually the day one

coacues and two baggage cars, was in charge of Conductor Robertson, and, without wishing to flatter, we may say that if the same courtesy be extended in future to the travelling public by Conductor Robertson as he extended to the 300 passengers under his charge yesterday, he will soon be a wonder. fully popular efficial, and the Company will have found a right man for the right place. The Directors had issued cards of invita-

tion to the Stockholders of the Company and complimentary tighets to others. Among the many who met at the station we may mention: The Mayor and members of the Corporation, Police Magistrate Calill, James Cummings, Jas. Stewart, Sheriff Thomas, Dr. Billings, C. R. Murray, H. C. Hammond, Joseph Rymal, M. P., J. M. Williams, M. P. P., Wm. Biggar, Superintendent Welland Canal; F. M. Wilson, Grand Master Masonic Fraternity; D. C. Gunn, John Stuart, Esq, President Hamilton Northwestern Railway; P. W. Daytoot, Thos. Saunders, H. Young, A. Gillard, James Reid, Thos. Stock, Warden Wentworth County; O. T. Springer, S. D. Marlatt, A. T. Freed, F. W. Skinner, J. Ferrie, J. Riddell, Angus Sutherland, T. C. Mewburn, W. Proudfoot, E. Martin, R. Martin, T. B. Steward, R. C. Cooper, F. W. Fearman, Thomas Mitchell, William Hendrie, Alderman Mitchell, M. Howles, W. F. Findlay, W. Burton, F. Walker, R. Benner, R. Osborne, John Winer, W. Copp, D. McCulloch, A. Murray, W. Freeman, R. Bull, T. G. Furnivall, T. B. Harris, L. Moore, Wm. Lawson, D. B. Galbreaith, J. Bruce, D. Gillies, Geo. Roach, R. Amos, Colonel Patten, J. Walker, J. Renton, J. Davis, W. Turnbull, J. H. Greer, Charles Foster, G. McKeand, T. Bickle, W. Messenger, Wm. Moore, J. Davis, Wm. McCulloch (Wellington, Grey & Bruce Railway), G. Townsend, W. Munday, Geo. Lee; besides the President, Directors and Secretary of the Hamiiton & Lake Eric Railway, with Mr. Ackin, the Chief Engineer, and Mr. Wallace, the General Superin-

Mr. George Crockett, of Glasgow, and Hickson Ferguson, also of Glasgow, accom-

panied the excursion.

The train left the station at half-past nine o'clock a. m., and made the ascent of the Mountain, to the Reservoir, in about ten minutes, and to the top of the Mountain in five minutes more. The grade is much casier than would be imagined, and the track is in good order all the way up. The scenery from the side of the Mountain is perfectly charming. The palatial mansions of Dr. Springer, George Barnes, John Field, George Rutherford, J. W. Murton, F. Mackelcan, and A. S. Skinner, shew to great advantage. The City Water Reservoir and the Racing Park also look very attractive. We hear of the beauty of Italian landscapes, Swiss scenery and lovely spots on the Rhine, but we doubt whether any of these will compare with the views to be had of Canadian scenery in the vicinity of Hamilton. The first station reached was "Rymal," at 9.53, about seven miles from Hamilton, and the second station, called "Renton," at 10.15—distance about ten miles from the city. A short distance further on we cross the Chippawa Creek, which rises somewhere in the vicinity of Choat's Farm, on the stone road in Glanford, and after meandering and winding for a distance of over fifty miles, empties into the Niagara River, about three miles above the Falls. ir spent, and | Caladonia was reached shout 10 3%

"The House of Commons."

These were responded to by David Thomp son, Joseph Rymal and J. M. Williams, Faqu. "The City of Hamilton, the Mayor and Corporation," was responded to by His Worship the Mayor, who gave a cordial invitation to the people of Haldimand to visit the city of Hamilton.

"The President and Directors of the Hamilton and Lake Frie Railway Com-

Mr. TURNER said: We have to thank the people of Calcdonia for this magnificent spread, but on account of having to start promptly at five o'clock, the order of the day must be short speeches. I will, therefore, be very brief in my remarks, and hope that those coming after me will, in this respect, follow my example. It is well known that, like my friend Joseph Rymar, I am an exceedingly bashful man, but I would consider it the extremity of bashfulness if I didnot say I feel proud of this demonstration and of the glorious results of this day. The Hamilton & Port Dover Railway was inaugurated by the passage of the city of Hamilton by law on the 26th of July, 1855. A large amount of work was done upon the line, but the work was suspended in 1857. Since then nothing whatever was done till it was taken up by the Hamilton & Lake Eric Railway Co, and I would say that in reference to the revival of the new scheme, that it was much more difficult to revive an old undertaking than to start a new one. Claims against the old company of no real value, as a matter of course, became exceedingly valuable. Mr. Turner then quoted some statistics in regard to the progress of railways in the Stater, and said in the year 1857 (being the year the Hamilton & Port Dover Railway suspended operations) the earnings of the railways in the United States were forty million dollars, whereas in 1871 they had increased to the enormous sum of \$475,000,-000 an increase in that short period of 1200 per cent. That country had no doubt increased in a like ratio, showing clearly that those districts that did not foster railway shemes must fall sadly behind in the march of material progress. The Board of the Hamilton & Lake Eric Rulway was legally organized on the 1st of June, 1871; the city by law was carried on the 11th December, 1871, and the Haldimand by-law on the 31st January, 1872. The Government aid was granted on 28th February, 1872; so that in 195 months after the completion of the financial scheme the road was completed to Jarvis, and will be open for freight and passenger traffic on Monday next, the 22nd. Mr. Turner also intimated that during the Central Fair, to be held in Hamilton on the 30th September and 1st and 2nd October, our Haldimand friends would have an opportunity of visiting Hamilton at an expense of one fare for the round trip. Mr. Turner then claimed the privilege of proposing a toast, and in doing so said: The village of Caledonia had, with the city of Hamilton, been involved in the loss sustained by the failure of the Hamilton & Port Dover Railway; that he understood that some dissatisfaction was felt in reference, to the delay in opening the road to Caledonia-in fact it had been stated that one reason why it had not been pushed forward, was that the contractor was his (Mr. T.'s) brother-in-law. "If such had been the case, I think, in the interest of the road, I would,

olcar running time to OPENING 18 Sep 1873

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-- heo Broken .-- Yes a man named Charles gaged in assisting in it the depot, had the revere injuries, beside thigh in two places. A

The sale of Newspap the Mechanics' Institu evening at So'clock. tunity is here offered rates, some of the best

From the General Illus tion Journal, Viene

" If we commence to sion of machinery from our eye will meet at f Scales of the firm of 1 present to us a large as from the small letter platform scale with a c 30,000 kilos, and used Railroad Cars. The F based on the decimal ranged-for all exatem world, so that by the Portugal we find scales key-a proof that Fai great favour in the Old America."

SELLING OFF. - Mrs. street north, respectfull and the public genera selling off the large an kinds of cooking and he or wood, (second-hand reasonable rates. In workmen employed are attend to putting up ordered in the line in . for a reasonable charge,

\$5,000 will purchase business that will pay months. Best of refer full address, or call or Royal Hotel, at once.

A few mornings ago, a ral paper, we meckly a grant wagon and inquire prietor, "Whether bon moved his quid to the I mouth and coolly rem your d---d business.

"STATE LINE," New via Fiel

Transaction Soles Lings, and Gabungs, Fond & . of the above, excepting the latter, are small ovaceras,

FROM MONTREAL

Terrible Catastraphe at the Fraibition Grounds-One Man Rilled and Several Othern Dangerously Wounded - The Commission.

MONTHEAL, Sept. 12.

A terrible accident happened on the Exhibition Grounds yesterday at 5 pm. The Corporation Skinner tire-escape ladder was being shown before the speciators in midair; it was hoisted, and four men were int; it was noisted, and four men were upon the care the top of the fly, So feet from the earth; Gillies and Leale at the econd splice, 60 feet; and Mitchell at the irst splice. The crowd was cheering, when, terrille to gay, one wheel sank to the soft earth about four inches from the earth first splice. when, terrible to into the soft earth about four inches. The ladder lost its balance, and after quivering a second, the lofty thing capsized, coming down with the rapidity of lightning across the sheep pens. A wail or groan of horror burst from the assembled thousands. Kelly was picked up so badly crushed that he died in ten minutes. Gillies' skull is cracked and he lies in a critical condition. eslie and Mitchell jumped the first twenty feet and escaped with bruises. The excite ment among the ten thousand spectators
was terrible. A rush was made
at the ladder, and its broken pieces carried off as trophies. Chief Bertram wept and Councillor Lorange, who authorized its exhibition, was dreadfully cut up. Skinner has been telegraphed to New York. An Conneillor inquest was held on Kelly to-day. Nothing further has transpired in the

letter investigation. The Road Commission scandal is still be-

ing investigated.
The Exhibition concluded to-day at two

o'clock. The receipts are very large.

FROM TORONTO

Personal.

TORONTO, Sept. 19. Major Otter, who accompanied the Wimbledon Team to England, as second in combledon Team to Engiano, as second in com-mand, arrived home to-day, and was made the recipient of a gold watch from his brother officers in the Queen's Own Battalion,

Mr. Leonard Courtney, one of the principal writers on the Lendon Times, is in this eaty at present. In a few days he goes to Chicago, thence to Chicago, thence to Washington and New York, from which latter place he will take his departure for

Mr. Terrington, the newly-appointed or-genist at the Metropolitan Church, has ar-sized from New York, and will, it is provided, preside at the organ on bunday next. It is also stated that he will be soluted to a Thractor for the Toronto Philharmonic

FROM OTTAWA

OTTAWA, Bept. 19.

The Thomselenianian Bir Mugh Silon aponta

The Commission and at book His Hough done was examined, and he said that he said should need afficient detailing his personal residence of the Judges the proper statement opening to the position of the position o J: Whe the merce! to assisting the sales of part, which was borto as the sales of part, which was been been been as the common of the common o the light of parties from the property of the property of the parties of the part

FORTIBOR DE 1864 FO BULL NOOR KUNN VETE BO ferienation will be dals, or, rather, we should ery, would's represented to Parlagings, we Any modely because some of the employe I'm vinces have a man's larger representative than that to which they are existed by population, according to the principles and previate as of the british North America Act, However, the thing has been done, and is carnot now be altered.

OPENING OF THE HAMILTON AND LAKE ERIE RAILWAY. Yesterday the Hamilton and Lake Litte

Railway was formally opened for travel and traffic between Hamilton and Jarvis, and the event was celebrated with great celas by an excursion from this city to the present Southern terminus of the road at Jarvis, where it intersects the Southern Air Line of the Great Western. Many years have elapsed since the first inauguration of this most important enterprise, which has cost the people of Hamilton no less than \$550,. 000. The work as far as Caledonia was almost completed in 1856, seventeen years ago, when it collapsed, and though warious attempts were made subsequently to revive the dead enterprise, yet not till the present Company took hold of it, a year or two ago, did it show any symptoms of returning vitality. It has, however, been completed to Jarvis, and will, no doubt, before long, be continued to Port Dover, on Lake Erie, the originally intimated southern terminus. It constitutes another great avenue for travel and traffic, leading into the city of Hamilton. It, of course, derives its chief importance from the fact that it forms a connection with the Grand Trunk at Caledonia, with the Great Southern at Hagarsville, and with the Air Line of the Great Western at Jarvis-thus bringing into direct railway communication all those south-western counties bordering on the northern shores of Lake Eric with the city of Hamilton, and it must therefore add very materially to the trade, wealth and growth of the city. The work was pressed with great vigor between Caledonia and Jarvin by Mr. Hendrie, the contractor for that section of the road. The Provident and Directors of the H & L. J. Company deserve great credit for the oper gy and perseverance which they have displayed in overcoming the numerous cheta-ice which peret their way, but they have to municipal. Bluck, however, yet remains to be done and that is of completing the read to Involvention they and terms commonwhite the elementary mitorness and interestinguistings become the bring the line with common time with the managerism of the inches then offernoon of this agent, mad eventure times Settles Count of the out proces of I feel trees by the manything terrestry in the ever on mothers of the term are a tot enquery of the getampostassee as the server of a tall to the Martines architecture of a figure parties of 9 fates the street surprise and the second second second second second Secret time gampion of these time - 1 s. historical as their sector services and the contract of the co the tell samplements of tree. They have Butters of Supplementation and a major spirite and Marker At the Anniholder state of the second ground grounds.

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OPENED) YESTER)AY HT 18 Sep 1873

pany, work on the same terms. Why? the Does any one believe that if he was not bound hand and foot to Allan by pledges and pecuniary obligations, he would have favored him as he did after such revelations ?

The organs of the Premier have been boldly asserting that Allan contributed to the Election Fund just as any other political friend would do. Sir John, yesterday, swore differently altogether. He said that in mentioning Allan's name as a likely subscriber to the election fund he thought that Allan would subscribe for a different reason from that actuating ordinary party men; that he had, in fact, strong personal reasons for helping the Government to win, because of its railway policy. Yet, on Wednesday, Sir John swere that Allan was opposed to the Government on railway matters, and that it was only till Cartier " put things all right" that he became favorable. At the same time Sir John wishes it to be believed that, from the first, the Government has not changed in its intentions with regard to the Pacific Charter. How are these statments to be reconciled ! If Allar, in the beginning of July, was hostile to the railway policy of the Covernment, and towards the and of the month spent \$150,000 comments to said as a matter of personal supertaine to homself, surely summitting must have bay pened to the interim to convert to a ways at ident Allan most be in major o enters t Tyld spaced a peoply constraint constant and the tax same and space that but test des 'se ouggeren ten neren ge-reads the second state of the second second

l upon such training matters. - true only magnay of conscience shown in the transactions, as recorded so far, was on the part of Langevin, who could not see his way clear to giving a receipt for the money he received. Written documents in such matters are dangerous, and Langevin had the sense to see it.

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Another interesting feature in Langevin's evidence was, that he destroyed all Allan's letters to him. We begin to wonder not that the Pacific bribery case is slow in being proved, but that it is capable of proof at all, where each of the actors in it-except Allan-was so exceful in covering up his tracks.

But Langevin did have to tell of \$32,500 received from Allan, which makes in all (by the sworn evidence) \$150 0c0 that that generous hearted and patinotic rean advanced to the Government, to be by their employed is bribing the people to support a color. Covernment and a Propose with consent

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the hains by house he had as the party of the bring salled for the train, the party of the Drill Shed corrected by the hand as the people of Caledonia to the station where the train was in waiting, leaving Caledonia at 5.40 p.m. The King street station was reached about 0.45, and all disembarked for their homes.

In conclusion we may add that the opening of the Hamilton & Lake Eric Railway marks another era in the prosperity of this city. Another line of communication has been added to our railway system, only the precursor, it is to be hoped, of mere. This line, stretching as it does across the l'eninsula which lies between Lakes Ontario and Eric, cutting across three great trunk lines—the Grand Trunk, the Canada Southern and the Great Western Air Line, must necessarily draw a large amount of produce to this port for shipment, and the more produce we can centre here the better it will be for the city. Already the port of Hamilton is looming up on the eastern shores of Massachussets as a port for shipment, and a proiect is now affoat which, if successfully carried out (and we see no reason why it should not be) will make Hamilton the Chicago of Canada.

The opening of the H. & L. E. Railway reflects great credit on the President and Directors of the Company. Not an accident or unpleasantness marred the event. The hospitality of the people of the county of Haldimand is proverbial, but they fairly outdid themselves yesterday, and we trust when the "Caledonians," the "Hagarites"

STOCK MARKET 1.

Bank of Montreal..... \$200 Bank of Toronto Ontario Bank...... Merchants' Bank..... 100 Bank of Commerce Bank of Hamilton Royal Canadian Bank ... 40 Bank of B. N America ... Dominion Bank..... Molson's Bank..... 100 100 Mechanics' Bank..... 50 Freehold " " West, Canada " " Union " " Huron & Erlo " " Provincial " " Imperial " "
Farm, & Me. " " Building & Loan Society. Hamilton Prov. & Loan So. Canada Landed Credit Co. Dominion Telegraph Co., Onnada Life Amuracos Oc Oraphic Printing Co..... 190 Descrit Car Loan Co..... 25 2 A. Bliver Mining Co.... 25 Corresp. Bileer Mining Co.

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H. &. L. E. R.

Auspicious opening of the Hamilton and Lake Eric Railway from Hamilton to Jarvis.—Hamilton, Calcdonia, Hagarsville and Jarvis united by the Iron Rail .- Great Rejoicings and Great Enthusiasm along the Line.

Small beginnings often-time produce great results. This was exemplified yesterday in the opening of the Hamilton and Lake Erie Railway from this city to Jarvis, for traffic

and passenger business. In a speech made by John Scott, Esq., of Caledonia, on the occasion of the opening, he said that the first meeting in reference to the building of the road took place at Caledonia many years ago, and out of those who were present at that meeting only four survived to see the completion of the work yesterday. From the time of the inception until within twelve months ago this railroad, or attempt at a railroad, has been a child of misfortune. When the city of Hamilton subscribed for \$500,000 of stock, and Caledonia \$40,000, every one thought and felt that the road would be built and prove a-benefit to the city of Hamilton; but, alas, men were not railroad men in those days. Instead of compelling a certain amount of work to be completed before issuing the bonds of the city, the bonds were issued first and disposed of. How much better it would have been for this city and Caledonia had the bonus system been in vogue and adopted! The years 1856 and 1857 carried the Hamilton & Port Dover road into the hands of its creditors, and out of the \$540,000 subscribed by this city and the village of Caldonia, the assets were 0. In 1862 an offer was made by the Buffalo & Brantford Railway to take and finish the road, and a resolution was passed by the Council relinquishing all the rights of the city in the road, provided the Buffalo & Brantford road would finish the road within one year, and agree to run two trains a-day each way between Hamilton and Caledonia. This offer was accepted, but not carried out, and the road remained in an unfinished state, a reproach and a bye-word to the citizens of Hamilton, until within a couple of years ago another and a more successful attempt was made to resuscitate and complete the road. Therefore it was with the greatest possible pleasure that over three hundred of our most prominent citizens and others from the adjoining counties wended their way yesterday morning to the King Street Station of the H. & L. E. Railway. where they found the locomotive John Scott gaily and tastefully decorated with evergreens and flowers and under the charge of Wm. Rogers, locomotive foreman, and Wm. Marshall, engine driver; men well known for their proficiency in handling an engine. The train, which consisted of six passenger coaches and two baggage cars, was in charge

of Conductor Robertson, and, without wish. ing to flatter, we may say that if the same courtesy be extended in future to the travelling public by Conductor Robertson as he extended to the 300 passengers under his charge yesterday, he will soon be a wonderfully popular official, and the Company will have found a right man for the right place.

. The Directors had issued cards of invitation to the Stockholders of the Company and complimentary tickets to others. Among the many who met at the station we may mention: The Mayor and members of the Corporation, Police Magistrate Cahill, James Cummings, Jas. Stewart, Sheriff Thomas, Dr. Billings, C. R. Murray, H. C. Hammond, Joseph Rymal, M. P., J. M. Williams, M. P. P., Wm. Birgay, Superintendent Welland Asgistrate said | Canal ; F. M. Wilson, Grand Master Masonic

orops. The road between Caledonia and Hagaraville runs mostly all the way along the edge of what is known as the Indian Reservo: the Indians making a present to the Company of the right of way through this land—a most liberal bequest on their part. Father Nugent, of Liverpool, made a remark in the Mechanics Hall in this city, when lately here: "How many brains are going to wasted in the gutters of England!" Any one going along the road England!" Any one going along the road yesterday between Caledonia and Hagaraville might have made the remark : "How much wood is going to rot, and to waste, lying alongside of the road, which, if in Hamilton, would warm many a poor family and make glad the heart of many a hard-working man the coming winter!" Near Caledonia the Company have purchased an extensive gravel pit, which will be of inestimable value in ballasting the road, and from this pit the road is now being furnished with ballast. At 3 o'clock p. m. the train arrived at Caledonia. The passengers were met at the Station by the Reeve and Corporation of Caledonia, and the following address presented:

To the President and Directors of the H. & L. E. Railway Com'y.

GENTLEMEN: -We, the Reeve and Councillors of the Municipality of the Village of Caledonia, feel much pleasure on greeting you on the auspiclous occasion of the opening of your line of railway to this place, an event we beg to assure you, long, earnestly and anxiously looked forward to by this Municipality, as likely in a large measure to increase its prosperity, and not only its prosperity alone, but that of the whole County of Haldimand. Our interests always very closely identified with the Our interests, always very closely identified with the city of Hamilton, are now indissolubly united for weal or for wee by that great modern civilizer, a railway. Let us hope that those interests may never prove anta-gonistic, but, on the contrary, continue to harmonize more and more, till perfect unity of feeling sentiment

R. A. McKinnon, Reeve, On behalf of the Corporation of Caledonia.

CALEDONIA, Sept., 1873.

To which the President of the Hamilton and Lake Erie Railway Company made a

suitable reply.

A procession was then formed, headed by the Hagarsville brass band, playing a lively quick-step. Tracks were made for the Drill Sned, where about four hundred sat down to a splendid cold collation. The shed was handsomely decorated with evergreens and flags, interspersed with mottoes: "God Savo the Queen," "From Ocean to Ocean," "Caledonia on wi' me," "Unity is strength," " Welcome to our guests."

Major - McKinnon, Reeve, occupied the chair, with the President of the railway on his left, and the Mayor of the city on his right. The vice-chair was filled by the Hon. Isaac Buchanan.

The following toasts were given and responded to very briefly:
"The Queen," music by the band.

"The Governor-General."

"The Lieutenant-Governor of Ontario."

The House of Commons. These were respended to by David Thompson, Joseph Rymal and J. M. Williams, Esqs.

"The City of Hamilton, the Mayor and Corporation," was responded to by His Wor-ship the Mayor, who gave a cordial invitation to the people of Haldimand to visit the city. of Hamilton.

"The President and Directors of the Hamilton and Lake Eric Railway Com-

pany." Mr. Turner said: We have to thank the people of Calcdonia for this magnificent spread, but on account of having to start promptly at five o'clock, the order of the day must be short speeches. I will, therefore, be very brief in my remarks, and hope that those coming after me will, in this respect, follow my example. It is well known that, like my friend Joseph Rymal, I am an

and the "Jarvisites" invade the ambitious city that the same hespitality will be extended to them by the Mayor and Corporation and the citizens of Hamilton as they extended to Hamilton citizens on the occasion of the opening of the Hamilton & Lake Erie Railway.

The Central Fair.

THE PREPARATIONS.

We are olad to see that, this year, the Dir

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platform, too. The reservoir has been cleaned and nicely paved, and a walk put around it. The palace has been repaired and will be laid out as follows :- Up-stairs, the south wing for sewing machines; the west for fine arts and ladies' work, and the north and east for the Horticultural bociety, which has engaged them. Below, the floor will be laid out as in former years, while in the centre, an ex-cellent raised platform is being provided. The Agricultural Hall will be well devoted to the exhibition of fowls and vege-tables. The sheds and troughs have all been over-hauled and put in excellent repair, so that there will be accommodation for fully 300 horses, 350 cattle, 30 bulls, 300 sheep, 300 pigs; near which have been placed the usual rings. These sheds are well arranged about the grounds, and will be labelled with the names of the stock to be there placed. Hay and provender is already being supplied. entire grounds and repairs are being made under the experienced management of Mr. Wm. A. Smith, Superintendent, who has for years held that responsible post. We are glad to see that no delay will mark the coming Exhibition. Take a run up and see the grounds.

FAST TRAVELLING .- We have learned that a couple of weeks since a trip was made or the G. W. R. that may be called a very fast one. In the evening a special train with Sin Thos. Dakin, Messrs. Price and Mutr, and other officials left London for Hamilton, distance of 76 miles. The train drew up to the depot here in 110 minutes after leaving London. Subtracting 15 minutes for deac stops at Princeton and Paris and slowing up several times, would leave ninety-five minut clear running time to make the entire dis tance: 76 miles in 95 minutes. The engine was made in the Hamilton shops and driver by Mr. Wm. Durdan. Having Westing house's Patent Air Brake on the train, the engine driver was confident of being able to stop quickly.

NEW BASE BURNER, STOVE. - Improve ments are the order of the day. We would direct attention to the advertisement o Copp Brothers, for something new in base burning stoves. The "Golden Light" has a number of advantages over any other base burner yet introduced. Foremost among these is the anti-clinker grate, which has at tained a wide celebrity in the United States The design of the stove is also very hand some, but it has to be seen to be fully ap preciated. Call and see it.

Hov. T. S. was also present I lasted until about ecowda gradually ting the day one d ever spent, and s the first of a retal moetings to be Managing rs. Rev. G. V. Lawry, A. Pea-lless, S. Bond and dies' Committee of Jage, Mrs. Thos. Pearson and Mrs. much praise is duo

ael Jackson.

to body of Samuel who was killed at it to the Hamilton the Coroner's jury met and viewed it. to deaths of Samuel rson, the engineer ceeding as we go he former had been ket, and when presemble the horrible son. It was not so epting some cuts in and up and tidy, as ed the ministra-The face was calds were already . The Jury then el, where the folfor indentity, was

driver, G. W. R., on the G. W. R.; eceased and identiamuel Jackson; he s b in Hastings, otestant ; I orthout ; deceased hard-working and st was then adjourn-The body was taken and buried there to-

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aders are requested e-fact that Messrs. l open to-morrow at cot. They will have t satisfactory prices. They are a new patronage.

ng, at a meeting of O. O. F., a vote of ro. Rev. W. Ayers I sermon he preached ccasion of the death er McQuillan. The the very doors.

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rises somewhere in the vicinity of Cheat's Farm, on the stone read in Glanford, and after meandering and winding for a distance of over fitty nules, emption into the Ningara River, about three miles above the Falls. Caledonia was reached about 10,35. A large concourse of people were at the station, ready to bid a hearty welcome to the first through train from Hamilton. Caledonia had put on her holiday attire, and a right joyous welcome'she gave. Bunting was flying in all directions; policemen had been locked up, and the Reeve, Major McKinnon, presented the freedom of the village to all who chose to avail themselves of it. Shortly after 11 o'clock the train started for Hagareville, about 9 miles from Caledonia. A short stop was made to inspect the railway bridge that spans the Grand River. It is really a splendid piece of work, and we believe the word sham is not to be found in any of the material used in building this structure. It reflects credit on the engineer of the company who designed it, and credit on the contractor who built it. Hagarsville was reached at 12 o'clock. At this place the Hamilton & Lake Eric E. R. R. crosses and connects with the Canada Southern Railroad. A Union station is now being built. The whole village turned out en masse to welcome the strangers, and the Hagarsville Brass Band played the appropriate tune of "Over the sticks and over the Stones." The village shows signs of life and vitality,-a new foundry, grist mill, new houses and hotels erected, and being erected, show the impetus that has been given by the introduction of railway facilities among them. Soon the locomotive whistles, and the train speeds on to Hullsville, 3 miles from Hagarsvile, and the same distance from Jarvis. At this place, Captain Ryan, one of the old railway campaigners, who had fought for freedom and for railways, and who appears to be a sort of nabob in Hullsville, had a table spread with good old rye, brandy, ale, etc., etc., from which all were invited to partake. The ladies of Hullsville, like those of the other places, seemed to take a great pleasure in doing their share to make the opening of the read a success. The President and Directors think they did a good deal of work in getting the bonuses for the road. It was fortunate for them, however, they had the "heavy artillery" on their side—the ladies. If it had not been for their thundering into the ears of their liege lords and the midnight Caudle loctures they gave their husbands, tho bonus would never have carried. A special vote of thanks ought to be voted to the ladies of Haldimand.

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The land is clay and clay loam, with some gravel, but well adapted for grain and hay new honey Mr. C. way purposes, being nearly level all the way.

The land is clay and clay loam, with some

fact it had been stated that one reason why it had not been pushed forward, was that the contractor was his (Mr. T.'s) brother in law. "It such had been the case, I think, in the interest of the road, I would, like Artemus Ward, have been prepared to sacrifice all my wife's relations." But the contractor was in no way related to him, never having seen him till engaged upon the road. Against his own judgment, at the carnest solicitation of his friends, the Reeve and other leading men of Caledonia, a passenger coach had been attached to the construction train for the last four weeks, and the results have shown that a large and profitable business will be done. He would now talk freely to the people of Caledonia, feeling he was a privileged person. He regretted to find an amount of pidlington politics when our scheme was introduced. Fortunately for us, in the carrying of our by-law, you sank all the minor difficulties, and to day's proceedings have shown the wisdom of such a course. His idea of the policy of Caledonians was that by every means in their power they should encourage manufactures and utilize their magnificent water privileges; with the Grand Trunk running through the village, the Great Western on the North and the Canada Southern on the south, with industry and enterprize, their position equals, if it does not surpass, that of any other village in the Dominion. Mr. Williams has said that the Government intend to continue their policy of aid to railways. I think the Government should also aid the improvement of your canal and water course, and I know of no place more entitled to their consideration than the village of Caledonia. He, therefore, proposed the toast "The Reeve, Corporation and Village of Caledonia."

"The Contractors of the Hamilton and Lake Eric Railway Company" drew forth short speeches from Messrs. However and Brown.

"The Grand River Navigation Company" was responded to by F. Taylor and John Scott, Esqs.

"The Press" by D. McCulloch, Esq., and

"The Ladies" by R. Benner, Esq.

This closed the proceedings, and time heing called for the train, the party left the Drill Shed escorted by the Band and the people of Caledonia to the station where the train was in waiting, leaving Caledonia at 5.40 p.m. The King street station was reached about 6.45, and all disembarked for their homes.

In conclusion we may add that the opening of the Hamilton & Lake Eric Railway marks another era in the prosperity of this city. Another line of communication has been added to our railway system, only the precursor, it is to be hoped, of mere. This line, stretching as it does across the Penin-sula which lies between Lakes Ontario and Erie, cutting across three great trunk lines —the Grand Trunk, the Canada Southern and the Great Western Air Line, must necessarily draw a large amount of produce to this port for shipment, and the more produce we can centre here the better it will be for the city. Already the port of Hamilton is looming up on the eastern shores of Massachussets as a port for shipment, and a project is now affoat which, if successfully carried out (and we see no reason why it should not be) will make Hamilton the Chicago of Canada.

The opening of the H. & L. E. Railway reflects great credit on the President and Directors of the Company. Not an accident or unpleasantness marred the event. The

vour d other.

"BTATE RINE," New York to Gia-

B. S. "GEORGIA," Wednesday, October the CHAE, MORGAN, Agent, 11 James 80

Hotel Arrivala.

Anelo-American.

D Holidan Godardala P. W. Cham. Ir. wife and

HALE OPENING HET 19 Sep 1873 2/2

youngest daughter of Charles Wm. and M Nobe, aged I year, 6 months and 6 days.
The funeral will leave her father's resider King Street West, to-morrow (Saturday) the 20 at 2.30 o'clock. Friends and acquaintances spectfully invived to attend.

Financial.

STINSON'S BANK.

(Established 1847.)

HAMILTON, Sept. 10,

Greenbacks and New York Exchange buyi
88 to 88; Selling at 89 to 90.
Gold opened in New York at 112; closed
Sterling Exchange, 8; to —
Investments and sales of Canadian Debentu
Bank Stocks effected.
The bett premium on sold at the present

The high premium on gold at the present fords Canadian capitalists a favourable opport invest in American securities. The following and to a specific securities. and for sale :6-20 United States Bonds pay investors.. 6

7-30 Northern Pacific pf'd Bonds Detroit & Milwaukee Bonds Pullman Palace Car Stock Detroit Car Loan Stock

STOCK MARKET-Reported by Hugh (
Stock Broker, 5 James street North, 1

	18 0	P .1	Sellers
STOCKS.	Am't Share	Divid.	er \$100
	<u>~</u>		_
	\$200	16	1844
Bank of Toronto	100	12	1007
Ontario Bank	40	8	7127
Merchante' Bank	100	8	1221
Bank of Commerce	50	8.	96
Bank of Hamilton	100-	8	99
Royal Canadian Bank.,.	40	8/	עע
Bank of B. N America	250	10	4
Dominion Bank	50	8	B C.
Molson's Bank	50	8	1014
Exchange Bank	100	8	1024
Metropolitan Bank	100	8	110
Quebec Bank	100	6	85
Mechanics' Bank	50	6	- 924
City Bank	100	11	153
Canada Perm't Build. So.	100	10	100
Freehold	50	10	
West, Canada	50	10	110
Union	50	10	
Huron & Erle " "	100	8	
Provincial	50	8	102
Imperial	25	8	1001
Karrn, & Me.		8	2009
Building & Loan Society. Hamilton Prov. & Loan So		8	102
Canada Landed Credit Co.	25	8	1074
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Dominion Telegraph Co.	. 50	. 5	98
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Batroit Car Loan Uo	. 1		, 90
R.A. Silver Mining Co	. 20		are \$4.0
Cornish Silver Mining Co	0 50		9, 8 2