

This Afternoon's Despatches.

Reported Failure of Jay Cooke & Co Stocks Take a Tumble

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

THE
LINE ADJUST TO OPEN TO
JARVIS

HT 17 Sep 1873

ers, until which time we must ask for their 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 Evidence.

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.

Just the slight contributions of a friend to the cause of Union and Progress you know Sir Hugh Allan knew that if the Gents go into power we could not have pure Government, so he spent \$118,000 in bribery to prevent so dreadful a catastrophe. Generous 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 Alexander, 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 Hincks 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

made her appearance under the patronage of Constable Scarth. 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 she has been sufficiently primed she goes out on a neighbour-abusing tour. His Worship fined 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 off. He was allowed to go on that understanding.

ASSAULT.

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

crushed off below the knee, while the other man—Carson was crushed to death when he stood. The train took fire, and two baggage and one passenger cars were burned. The baggage was, however, saved, and none of the passengers on the train were seriously injured. The affair was as soon as possible reported to Hamilton, and the authorities at once 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 engineers on the road, and is well known in this city, where he has resided for a long time with his wife and family.

LATER—3.15 P. M.—Dr. White will hold an inquest at 5 p. m. to-day, at Roach's Hotel, at the Station, where the body has been brought. Jackson is sinking, and it will not long live. His left leg is below the knee, while the right is badly injured. The passengers were slightly injured, or even shaken. I visited the place about noon to

Scissors and Crucible.

has "a woman in black."
An expensive wife makes a husband.
The cup that

HE

TO OPEN TOMORROW

HT 17 Sep 1873

Mr. Jenkins was appointed Secretary. The 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 tyrannical 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 trip.

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 edifice. 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 eloquent, and as the

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

The 13th Batt. Band at the Drill shed this evening.

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

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

An unusual number of drunken men disgrace our streets daily.

Dr. Hall preached in Buffalo on Sunday and lectured on Monday last.

Toronto is voting to-day to see whether she will have the proposed water works or not.

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

Edward Carswell lectures on temperance this evening at St. James' Hall. 10c. admission. Go.

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

Lawrence Barrett is again playing in Buffalo. He commenced the season with *Richelieu*. Hope he'll come this way when our hall is finished.

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

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

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

"What are you doing there, you rascal?"

"Merely taking cold, sir." "It looks to me as you were stealing ice." "Well—yes—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 he could." "Ah!" replied the attorney, "that's what you may

Times
9/17/1873

...adly burned. Across his
his watch-chain, though
black of the scorched
of a few jurymen were
sight of the remains as

to the Hotel, the follow-
ned. He was much

posed:—I am a fireman,
eat Western Railway; I
of the deceased, and re-
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
he appeared to be in
ow nothing of the acci-

ssion as to the best time
roner adjourned the in-
riday afternoon at three

LATER.

morning, that about 7.30
ackson, died at the Stoney
a house to which he had
s wife had been with him
ad suffered a good deal,

love, sensible up to
when he gradually as
scalded internally, &
er, and the chances of
from the first of the n
—for even had he
to allow of amputa-
e t have died of ot
llo.. was with him
at his death. Jack
hat when he arrived
saw the other tr
ing, and thinking all
the rate of about

her a few feet from the
r the danger, and at once
e. Had he been running
o consequences of the
o been of the most de-
le, lived in London with
family and was in ex-
es.

E CAUSE.

t the siding was too ill
o reported. A man was
to take his place, and
a conductor of the train
let him off. This he re-
man was carried on to
station he took the next
in showed his order, but
attention, and he was
milton. So the office at
vacant, and no lights were
he accident. Mr. David
tor of the New York Ex-
is duty to see that the
id to. The forward
ri pened it and after-
the one behind and
ed, when he says, he re-
"yes," or thought he
hair is most lamentable
ghly investigated.

Association of Ontario.

sent in accordance at the

...sight and lots of schoolers and proprietors,
but none of them recognized us."

Opening of the Hamilton & Lake Erie
Railway to Jarvis.

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 Cor-
poration of Aldermen, Joseph Rymal, Esq.,
M.P., the Sheriff and many of our leading
citizens. The train, consisting of six pas-
senger 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 hasten-
ed eastward, and soon discovered in the rear
of No. 110 West Avenue a burning shed

HE
ABOUT TO OPEN
HT 17 Sep 1873

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

LOST, A MOROCCO POCKET
Book, containing one \$4 bill, three \$1 bills, and
loose silver. Any body returning same to this office
will be suitably rewarded.
Hamilton, Sept 18, 1873.

AGENTS! SOMETHING NEW.
Used in every house. \$2 Profit on every sale.
Agents average 70 sales a day.
R. S. JARVIS, American Hotel.
Hamilton, Sept 18, 1873.

Hamilton Foot-Rail Club,
THE ANNUAL MEETING OF
This Club will be held at FAIRCHILD'S
Rooms, on FRIDAY Evening next, 19th inst., at
8 o'clock. A full attendance is requested. Proctor,
G. W. GRIFFIN,
Sec. Treas.
Hamilton, Sept 18, 1873.

SALOON AND BILLIARD ROOM
FOR SALE.

HAVING PURCHASED THE
Business lately carried on by F. JEWELL, at
14 Jordan Street, Toronto, I am prepared to receive
offers for my business at No. 50 James Street, Ham-
ilton, up to Saturday, the 19th inst.

OPENED, OCT 1st, 1873, FROM 10 TO 12
INSPECTION INVITED.
Hamilton, Sept. 13, 1873.
M. D. HEALE.

LECTU
BY THE
REV. NEWMAN HA

OF LONDON, ENGLAND, IN
CENTENARY CHURCH, MA
ON MONDAY EVEN'G NE
Subject:—"The Reasonableness of J
Modern Scepticism

TICKETS—40c.—For Sale by T. BICKLE & SON, J
STUART & CO., J. C. CHILMAN, D. MOORE & C
King William Street.

DOORS OPEN AT 7.

Hamilton, Sept. 15, 1873.

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

1873.

TO RENT, A DWELL-
containing about 10 rooms and
dress or apply to MR. GEORGE
sharp's Office.

1873.

BY A MAN LATF-

arrived, well educated, middle-aged,
married, any useful employment; would be willing,
after a few months, to invest a sum in the business if
all suitable. Apply, for particulars, to J. BURTON,
Post Office

Hamilton, Sept 16, 1873.

WANTED, FOR A BUTCHER'S
Shop, a young boy about 16 or 18 years of
age; one who would understand sausage making pre-
ferred; must be a good writer and well recommended.
Good wages given. Apply at Times office.

Hamilton, Sept. 18, 1873.

WANTED, FOR ADOPTION, A
healthy male child. Enquire at the General
Hospital, up to Saturday evening.
Hamilton, Sept 18, 1873.

WANTED IMMEDIATELY, A
First Class Carriage Painter; good wages and
steady employment given. Apply to C. DELORME,
corner Cannon and Caroline streets.
Hamilton, Sept 18, 1873.

DWELLING TO LET—THAT
comfortable brick residence on the corner of
James and Murray Streets, now occupied by Dr.
MILLIN. Possession given 1st of October. Apply to
CHARLES MAGILL.

Hamilton, Sept 18, 1873.

LOST—\$5 REWARD—A LARGE
sized Terrier; long yellow hair; answers to the
name of "Fanny". Any one bringing the same to
WILSON, LOCKMAN & CO.'s Office will receive the
above reward.

Hamilton, Sept 18, 1873.

TRA

A SPE
Office
ective Socie
SATURDAY
corner of Ma
sharp, For
UNION. Let

Hamilton,

AUCTION

TO BE
TION.
Auction Room
Hamilton, 1
October, A. I
the forenoon

L

Viz Lot 5
Township of
Province of
Also, the we-
cession of the
ares, and 10
Concession of
dred acres.

The above
tory, and are
Village of On-
road, between
are well and
timber, and
A deposit
to be paid at
the complete
For further
his office and
listed this

1873

Ba

H. A. L. E. R.

in the TIMES
) are to be
the definite
those marked
the number
rs.

Auspicious opening of the Hamilton and Lake Erie Railway from Hamilton to Jarvis.—Hamilton, Chateaufort, Hagueville and Jarvis united by the Town Mail.—Great Festivities 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 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-

[illegible]

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 in greeting you on the auspicious 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 city of Hamilton, are now indissolubly united for weal or for woe by that great modern civilizer, a railway. Let us hope that those interests may never prove antagonistic, 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 Hagarville brass band, playing a lively quick-step. Tracks were made for the Drill Shed, where about four hundred sat down to a splendid cold collation. The shed was handsomely decorated with evergreens and flags, interspersed with mottoes: "God Save 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 responded to by David Thompson, Joseph Rydal and J. M. Williams, Esqs.

"The City of Hamilton, the Mayor and

1. The first step is to identify the problem. This involves understanding the situation and the goals that need to be achieved.

Figure 1

We are glad to see
the progress of the
work in the
community. The
work ahead of us
will be in part
the work of the
community. The
work ahead of us
will be in part
the work of the
community.

The booths, this year on the west side of the fair grounds, are so arranged that the grounds south of them will not be disfigured in other years gone by. They have been put in at the rear platform, too. The grounds are cleaned and nicely paved around it. The platform will be laid out as follows: the south wing for new exhibits, the west wing for fine arts and landscape painting, the north and east for the society, which has engaged the floor will be laid out for next year, while in the center is a very excellent raised platform. The Agricultural Hall will be used for the exhibition of tables. The sheds are all been over-hauled and put in excellent repair, so that they will afford commodation for fully 350 cattle, 30 bulls, 300 sheep, and 300 swine, which have been placed in them. These sheds are well arranged on the grounds, and will be labeled for the use of the stock to be there. The provender is already being stored in the entire grounds and repaired by the experienced Mr. Wm. A. Smith, Supervisor. We are glad to see that the coming Exhibition will 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 officials left London distance of 76 miles. Th the depot here in 110 mi London. Subtracting 15 stops at Princeton and Pa several times, would leave n clear running time to ma tance : 76 miles in 95 min was made in the Hamilton by Mr. Wm. Barber

He was in the
ly was caught
up and began
the son with
been annoyed
classroom asking
t publicly in
ever give
something fruit.
w Cretty pull
n did not wish
th a warning.

saune O'Brien
language yester-
the fire, and
magistrate said
set, trouble-
all the time.
he worst. He
send her to

ON, AND ST.
OF GLANFORD,

aggregations of
nd St. Paul's
held a most
residence of
The festival
harvest that
season. It
ar were had
e. as at the
ioned, which
nottoes. An
ade over the
dwelling was
al was based
system, and
mmittee that
ladies pro-
mpting edi-

ng and old,
irely happy.
lightful, and
satisfactory
was present.
vening play-
of military
ymn, "Fair
with delight,
the verandah
organ, and
lered a num-
ental pieces
We should
short appro-
two p. m. by
ent attended.
ames at cro-
se ball, and
h d prizes
n. pleasant
on the lawn,
and well sup-
Mr. Bull oc-
Rev. T. S.
also present
ed until about
ds gradually
the day one
r spent, and

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 traveling 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. Biggar, Superintendent Welland Canal; F. M. Wilson, Grand Master Masonic Fraternity; D. C. Gunn, John Stuart, Esq., President Hamilton Northwestern Railway; P. W. Dayfoot, 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. Coop, D. McCulloch, A. Murray, W. Freeman, R. Bull, T. G. Farnivall, T. B. Harris, L. Moore, Wm. Lawson, D. B. Galbreath, 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 Hamilton & Lake Erie Railway, with Mr. Askin, the Chief Engineer, and Mr. Wallace, the General Superintendent.

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 easier 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. Minton, E. 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 Cheate'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. Caladonia was reached about 10.35. A large

"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 Erie Railway Company."

Mr. TURNER said: We have to thank the people of Caledonia 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 did not 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 Erie 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 States, 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 schemes must fall sadly behind in the march of material progress. The Board of the Hamilton & Lake Erie Railway 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 19½ 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,

clear running time to
tand
was
by
hot
eng
sto

me
du
Co
bu

the
OPENING
HET
18 Sep 1873
2/3

but the producer
these is the anti-clinker
tained a wide celebrity
The design of the stove
some, but it has to be
preciated. Call and see

---LEO BROKEN:—Yes, a man named Charles engaged in assisting in the depot, had the severe injuries, besides thigh in two places. A

The sale of Newspaper
the Mechanics' Institu
evening at 8 o'clock.
tunity is here offered
rates, some of the best

From the General Illustration Journal, Vienna

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

SELLING OFF.—Mrs. street north, respectfully and the public general selling off the large an kinds of cooking and he or wood, (second-hand reasonable rates. In workmen employed and 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 on Royal Hotel, at once.

A few mornings ago, a
ral paper, we, meekly
grant wagon and inquire
prior, " Whether he
moved his quid to the l
mouth and coolly rem
your d—d business.
e.ther.

"STATE LINE," New York
via Boston

Terrible Catastrophe at the Exhibition Grounds—One Man Killed and Several Others Dangerously Wounded — The Commission.

A terrible accident happened on the Exhibition Grounds yesterday at 5 p.m. The Corporation Skinner fire-escape ladder was being shown before the spectators in mid-air; it was hoisted, and four men were upon it—one Kelly at the top of the fly, 55 feet from the earth; Gillies and Leslie at the second splice, 60 feet; and Mitchell at the first splice. The crowd was cheering, when, terrible to say, one wheel sank into the soft earth about four inches. The ladder lost its balance, and after quivering a second, the lofty thing capized, coming down with the rapidity of lightning across the sheep pens. A wail or groan of horror burst from the assembled thousands. Poor Kelly was picked up so badly crushed that he died in ten minutes. Gillies' skull is cracked and he lies in a critical condition. Leslie and Mitchell jumped the first twenty feet and escaped with bruises. The excitement 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 Loraage, who authorized its exhibition, was dreadfully cut up. Skinner has been telegraphed to New York. An inquest was held on Kelly to-day.

Nothing further has transpired in the latter investigation.

The Road Commission scandal is still being investigated.
The Exhibition concluded to-day at two o'clock. The receipts are very large.

Personal.

Major Otter, who accompanied the Wimbledon Team to England, as second in command, 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 London Times, is in this city at present. In a few days he goes to Chicago, thence to Cincinnati, and thence to Washington and New York, from which latter place he will take his departure for Europe.

Mr. Torrington, the newly-appointed organist at the Metropolitan Church, has arrived from New York, and will, it is expected, provide at the organ on Sunday next. It is also stated that he will be solicited to act as Director for the Toronto Philharmonic Society.

OTTAWA, April 19

[illegible]

It would be necessary to have a conference with the
would be necessary. As the present situation
would have results in the same manner with the
which is agreed upon together and the
Provision in the British North America Act
of Confederation will be left, or rather, as stated
say, actually represented in Parliament.
say would be because some of the smaller Pro-
vinces have a much larger representation
than that to which they are entitled by
population, according to the principles and
provisions of the British North America Act.
However, the thing has been done, and it
cannot now be altered.

Yesterday the Hamilton and Lake Erie Railway was formally opened for travel and traffic between Hamilton and Jarvis, and the event was celebrated with great ~~del~~ 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 various 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 Hagersville, and with the Air Line of the Great Western at Jarvis—thus bringing into direct railway communication all those north-western counties bordering on the northern shores of Lake Erie 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 Jarvis by Mr. Hendine, the contractor for that section of the road. The President and Directors of the H. & E. J. Company deserve great credit for the energy and perseverance which they have displayed in overcoming the numerous obstacles which met their way, but they have to be congratulated. Much, however, yet remains to be done and that is of completing the road to Burlington Bay, and those contemplating the necessary wisdom and other knowledge to enable to carry out this last connection with the completion of the road will find the influence of the same will extend far beyond the city of Hamilton, and will be the securing a pathway into the heart and soul of the Lake Erie region, and a full exposure of the great advantages to the commerce of the Great Lakes, and the commerce of the world.

The President said that he was the
witness but secondary, and gave some details
of the facts in connection with the case.

the
the
in the
drawn
him in
tract,
tween
establ
that
cans,
Amer
ly pl
the c
know
contra
pany,
the work on the same terms. Why?
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 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 swore 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 its intentions with regard to the Pacific Charter. How are these statements to be reconciled? If Allan, in the beginning of July, was hostile to the railway policy of the Government, and towards the end of the month spent \$150,000 in order to assist as a matter of personal impetuosity to himself, surely something must have happened in the interim to convert him. What about Allan's motive in his first meeting with Cartier? A purely personal motive, or some political one? The answer, and the only one that can be suggested, is that he was induced to assist the Government by the fact that he was not a member of the Opposition, and that he was not a member of the Government.

SEP 1873

trading matters. —The only way 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.

Another interesting feature in Langevin's evidence was, that he destroyed all Allan's letters to him. We begin to wonder just 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 careful in covering up his tracks.

But Lungevin did have to tell of \$200,000 received from Allan, which makes in all (by the sworn evidence) \$1,500,000 that that generous hearted and patriotic man advanced to the Government, to be by them employed in bribing the people to support a Japanese Government and a Premier with treasonable aims.

1. The first finding of the study is that
 there is a significant relationship between
 the independent variable and the
 dependent variable. This relationship is
 positive, indicating that as the independent
 variable increases, the dependent variable
 also tends to increase. This finding is
 consistent with the theoretical framework
 proposed in the literature.

3/3

honey Mr. C.
No. 10 Market

Again the train is started, and this time it stops at Jarvis, running on to the Air Line track, on which the train is backed up to the Great Western Station at half-past twelve o'clock, and the passengers disembark. The village of Jarvis is about half a mile from the station, and seems to be making great progress in the way of building, etc. A large fire during the past summer did a great amount of damage, but good houses and stores are taking the place of the old ones destroyed. Village lots are selling from \$70 to \$130 each, which is a great advance on old prices. The Great Western Air Line people have built a very commodious station in the freight shed, where a very nice lunch had been prepared, to which full justice was done. After remaining about an hour and a half at Jarvis the train was headed for Caledonia, where it was whispered that a dinner had been prepared for all. The country from the top of the Mountain to Jarvis is well adapted for railway purposes, being nearly level all the way. The land is clay and clay loam, with some gravel, but well adapted for grain and has

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 "Hazaritans,"

STOCKS.			Am.	Can.	Eng.
Bank of Montreal.....	\$200	16			
Bank of Toronto.....	100	12			
Ontario Bank.....	40	8			
Merchants' Bank.....	100	8			
Bank of Commerce.....	50	8			
Bank of Hamilton.....	100	8			
Royal Canadian Bank.....	40	8			
Bank of B. N. America.....	250	10			
Dominion Bank.....	50	8			
Molson's Bank.....	40	8			
Exchange Bank.....	100	8			
Metropolitan Bank.....	100	8			
Quebec Bank.....	100	8			
Mechanics' Bank.....	50	6			
City Bank.....	100	6			
Canada Perm't Build. So.....	50	11			
Freehold " " ".....	100	10			
West. Canada " " ".....	50	10			
Union " " ".....	50	10			
Huron & Erie " " ".....	50	10			
Provincial " " ".....	100	8			
Imperial " " ".....	50	8			
Farin. & Mc. " " ".....	25	8			
Building & Loan Society.....	25	8			
Hamilton Prov. & Loan So.....	100	8			
Canada Landd Credit Co.....	25	8			
Montreal Telegraph Co.....	40	10			
Dominion Telegraph Co.....	50	8			
Canada Life Assurance Co.....	50	8			
Graphic Printing Co.....	100	8			
Detrol Gas. & Loco Co.....	75	12			
E. A. Silver Mining Co.....	25	12			
Canadian River Mining Co.....	10				

ADVERTISERS.
in the TIMES
To be
the definite
those marked
the number
rs.

H. & L. E. R.

Auspicious opening of the Hamilton and Lake Erie Railway from Hamilton to Jarvis.—Hamilton, Caledonia, Hagarville 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 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 travelling public by Conductor Robertson as he

Sept. 19.
all; charges
nd attentive.

ed by John
abusing his
racters: He
to her, and
y no longer.
he was badly
en her arm,
Maria says
ys commence
as they are
ild testified

ble state of
in the words:
l harbor any-

in the last
with being
alled yard,
E. \$5.

g character,
with having
eade, yalied
said that he
h he denied,
for months."
ore evidence.
y L. B. Free-
stolen some
ome property
upon it, and
pulled off the
and entries
, and caught
and ran from
apes, as if he
oted, prisoner
s not looking
that he and
n the street,
d said, "Now
d we'll make
snatched off
the fence, so
caught. He,
he young men
ho was in the
y was caught
up and began
is son with

been annoyed
risoner asking
l. liely in
le. rer give
stealing fruit.
w Crotty pull
n did not wish
th a warning,

ne.
osanne O'Brien
nguage yester-
t the fire, and
Magistrate said

cropp. The road between Caledonia and Hagarville runs mostly all the way along the edge of what is known as the Indian Reserve: 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 waste in the gutters of England!" Any one going along the road yesterday between Caledonia and Hagarville 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 incalculable 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 auspicious 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 city of Hamilton, are now indissolubly united for weal or for woe by that great modern civilizer, a railway. Let us hope that those interests may never prove antagonistic, 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 Hagarville brass band, playing a lively quick-step. Tracks were made for the Drill Shed, where about four hundred sat down to a splendid cold collation. The shed was handsomely decorated with evergreens and flags, interspersed with mottoes: "God Save 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 responded to by David Thompson, Joseph Rymal and J. M. Williams, Esqs. "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 Erie Railway Company."

Mr. TURNER said: We have to thank the people of Caledonia 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 hospitality 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 glad to see that, this year, the tend the is all next r the The city. and laced is, so build- c., as p has strong 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 Society, which has engaged them. Below, the floor will be laid out as in former years, while in the centre, an excellent raised platform is being provided. The Agricultural Hall will be well devoted to the exhibition of fowls and vegetables. 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. The 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 on the G. W. R. that may be called a very fast one. In the evening a special train with Sir Thos. Dakin, Messrs. Price and Muir, and other officials left London for Hamilton, a distance of 76 miles. The train drew up to the depot here in 110 minutes after leaving London. Subtracting 15 minutes for dead stops at Princeton and Paris and slowing up several times, would leave ninety-five minutes clear running time to make the entire distance: 76 miles in 95 minutes. The engine was made in the Hamilton shops and driven by Mr. Wm. Dardan. Having Westinghouse's Patent Air Brake on the train, the engine driver was confident of being able to stop quickly.

NEW BASE BURNER STOVE.—Improvements are the order of the day. We would direct attention to the advertisement of 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 attained a wide celebrity in the United States. The design of the stove is also very handsome, but it has to be seen to be fully appreciated. Call and see it.

Handwritten notes in the right margin of the page include:
H + LE OPENING
HET 19 Sep 1873
Reference to Caledonia Hagarville + Jarvis
1/2

	Am Shs	Divs	per \$100
Bank of Montreal.....	\$200	16	184
Bank of Toronto.....	100	12	199
Ontario Bank.....	40	8	196
Merchants' Bank.....	100	8	112
Bank of Commerce.....	50	8	122
Bank of Hamilton.....	100	8	96
Royal Canadian Bank.....	40	8	99
Bank of B. N. America..	250	10	
Dominion Bank.....	50	8	
Molson's Bank.....	50	8	B. C.
Exchange Bank.....	100	8	101
Metropolitan Bank.....	100	8	102
Quebec Bank.....	100	8	110
Mechanics' Bank.....	50	6	85
City Bank.....	100	6	92
Canada Perm't Build. So.	50	11	153
Freehold " " " "	100	10	
West. Canada " " "	50	10	
Union " " "	50	10	110
Huron & Erie " " "	50	10	
Provincial " " "	100	8	
Imperial " " "	50	8	102
Farm. & Mc. " " "	25	8	100
Building & Loan Society.	25	8	
Hamilton Prov. & Loan So.	100	8	102
Canada Landed Credit Co.	25	8	107
Montreal Telegraph Co..	40	10	195
Dominion Telegraph Co..	50	5	98
Canada Life Assurance Co.	100	8	121
Graphic Printing Co.....	50		52
Detroit Car. Loan Co....	25	12	90
S. A. Silver Mining Co....	25	12	94
Cornwall Silver Mining Co.	50		" 8