Memorial Library Memorial County. The report of the Committee of County. The report of the Committee of County and the remained as a little below outers; but when they came to the five hundred yards range, no less than four out of the two dozen to the supplied. The Spectator. and th than or twenty Hearts resolved and hands prepared ment i points WEDNESDAY EVENING, SEPT. 10th, 1873. than 7 has be HAMILTON & NORTHWESTERN RAIL. Volun WAY. the bo People are asking what is being done with the Hamilton and Northwestern above.

Railway, and are apt to think that be-

cause there is no activity which meets

the public eye, the necessary energy is not being shown. Quite the reverse of all this is the fact. Those who have the

project in charge have been unwearying in their exertions to forward its interests,

but the building of a railway is a large

undertaking, and the amount of labor involved in it, which never meets the

public eye at all, is enormous. We are glad to be able to announce that the last

few weeks of that kind of labor has produced results which can now be presented

On the 3rd instant, the County County

a group

The

dieck rica activitals and to shopsist

composed of portions of Uhinguacousy,

Caledon and Albion, to be voted on

the 17th of October. And yesterday the

County Council of Halton submitted a

by law for \$85,000 from a group com-

posed of parts of Trafalgar and Esques-

ing and the old survey of Nelson, also to

We believe that the prospect of both

by laws being carried is excellent. Still

there is no gloubt that there will be

work to be done, and the "old hands"

will doubtless be called upon to turn

out once more. The campaign will be

near home, however, and will be attend-

ed with fewer inconveniences than any

of those that have preceded it. Should

these by-laws be carried the whole

amount of bonuses granted to this pro

ject will amount, with a \$10,000 bonus

Government subsidy of \$2,000 per

mile, a ided, will raise the amount

t> \$818,000, which will be a toler-

ably satisfactory basis on which to finance

We shall not, to day, present the reasons which should induce the ratepayers

of the municipalities interested to vote

the bonuses, but the leading consider-

ations ought to be obvious to them. To

the people of Peel this railway will open

up a connection from which they are

entirely cut off at present, it will also

give them keen competition for

both trade and passenger conveyance. The

same argument is applicable also to a considerable portion of the people of Halton. To those nearer the front it must be evident that this railway will

give an immense impetus to the city of

Hamilton; and, whatever increases the

prosperity of this city must increase the theirs. If flamilton had a population of 100,000 instead of 32,000, every farm within a day's drive of it would be more than doubled in value, as would also its fossesodi adt dynoriti Amiduck, producti distribut demand. The amount asket is not by any menus an extravagant, one, and the value to be received in return will make it a first-class investment.

Tue New York Tribune has this para-

"The Hon. Charles Bradlaugh sailed from England for this country on Saturday last. He will cater the lecture field with three subjects: The Impeachment of the House

graph:

from Georgetown, to \$574,000.

the scheme.

be voted on the the 17th of October.

western Railway, from

to the public.

disas seus au

HS EDITORIAL 1873 PROGRESS OF H+NW

HS 10 SEP 1873

said Me from Ne. Royal Commissioners or not, upon which the Guelph Herald remarks: We don't doubt it. That is just what the whole tribe of conspirators have been doing whole tribe of conspirators have been doing throughout. Orders from New York' have controlled the whole of their actions and supplied the sinews of war. The Grit reader will perceive that this is not a Tory inven-tion, but an inadvertent though shameless admission of the great organ of slander itself. Let him ponder over it in sorrow and humiliation "

the tar

A Grit paper copies the above; and and the state of the distribution of

Saidtemen of aud spinks there is monstling, seme fancian suo lo biled asset setti setting tife and strikes at the root of popular government;" and winds up with an apostrophe to "the priceless heritage of principles purchased by the blood of the fathers." Now who says it's wicked to rob a post office ?

> An interesting and suggestive reply was given by Mr. Coursel, of Montreal yesterday, when, after testifying to his ignorance of the matters under investigation, he was asked if he knew why his name had been put by Mr. Huntington on his list of witnesses. He said that he did not know; that he had asked Mr. Huntington, and that gentleman did not know. The fact is evident that McMullen was at the bottom of the whole concern. He pulled the strings which moved Huntington and the whole Grit party; and his puppets knew nothing. Now that McMullen has fled his fellow conspirators are quite in the dark, and don't know why their witnesses were called. That is the reason why the Grits have been so desperately opposed to the investigation.

One of the incidents of the late changes in the British Ministry is that Mr. Bright becomes a very considerable dispenser of Church patronage. Fortyone livings - several of them of considerable value—are, it is said, in his gift as Chancellor of the Duchy of Lancaster, How this "dissenter of dissenters," as he once called himself, will deal with this patronage is a curious subject for specie

ful vice of intemperance, drinking provalls to a frightful extent among the laboring "All the classes in the manufacturing, commercial, through p and agricultural districts, as well as in s-addition both the army and navy. Drunken, they will ness, we regret to say, is not confined to the women and male population, but also spreading the army degree among women and the will. alarining degree among women and the young. Indeed, it seems that, in many parts of the country, the evil begins at the earliest of the country, the evil begins at the earliest age, and that youths and children may be found amongst its victime; and that the physical, moral, and spiritual life of our people becomes infected at its source. It is

people recentled influence in the second of the control of the con that the multiplied and increasing facilities for obtaining intoxicating alluor provided by law are so many licensed temptations to the excess so frightfully prevalent, and working such dire and disastrous results." Amongst the temptadisastrous results." Amongst the templa-tions and incitements to drunkenness may be enumerated the prevalent customs of conducting bargains, making payments, and transacting business of various kinds at transacting business of various kinus as proclamator public houses. To these injurious practices in or district may be added the social custom of drinking not allow it toasts at marriages, christenings and other but obstinated testive occasions, and even at fluerais. This Chief other causes of intemperance will suggest and othership to the mind of every intelligent, transactions. themselves to the mind of every intelligent clauseis in the melves to the mind of every intelligent clauseion in the country the increase of taxation, the and think of the loss of strength and westle to the country, the increase of taxation, the deterioration of national character, and the theorem is a strictly of the country the increase of taxation, the and interiority of the country, the increase of taxation, the deterioration of national character, and the taxation of the country, the increase of taxation, the deterioration of the country, the increase of taxation, the country the country the country the country the country the country that is the countr ness is the main and prolific source of crisce and think of the loss of strength and weath to the country, the increase of taxation, the deterioration of national character, and the fearful secretice of human life that it causes, we blush for our hossed civilination. It would be impossible to compute the effects of intemperance on the individual, on society, or on the work of the Church. There is no enormity of biasphemy in language, and cruelty of action, of which even guage, and cruelty of action, of which even There is no enormity of blasphemy in language, and cruelty of action, of which even persons naturally gentle and well conducted are not capable when under the influence of drink. In family life affections are blunted and obliterated; the tenderest relations are cutraged and set at naught; oblidner are left without food, clothing, or education, and abandoned or forced to crime by the authors of their being, in order that the means of gratifying the craving fordrink may be obtained. Husbands are neglected by their wives; wives are subjected for revolting crueity and violence thrants are often overlaid and killed; and the sin of the parent is visited on a stunted, sickly, and deoverlaid and killed; and the sin of the parent is visited on a stunted, sickly, and debillitated offspring. The evils inflicted on society are so many and ridespread as at most to defy, computation: It counts not to be lost significant and the british nation in intoxicating liquor of the British nation in intoxicating liquor is more than one hundred and twenty millilons starling, and it cannot be viewed as of little consequence that the distance.

noment the worl pool of a who ent infants a scarcely "Tho parency l (2nd) the at having "Now, reasons? out som

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hunger, e of predes heirs, whi pendent last through p means of bare neces the shape goar, do no aceder 11

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male and fer flesh and bio nonstrous c male and dro at Lat all delusive leths become alive one will and

under its per to turn over a under tas law of "wilful hor

" (Relative and neglective deliberatery i

Manufectures

We take th

Our Subscribers.

City COUNCILL Breggy MEETING

HS 13 July 1875

He is prepared to deliver the paper at the usual rates.

W. DONNELLY, chemist and Stationer, is our agent in Ancaster for the distribution of the SPECTATOR.

Pay your Water Rates on or before the 14th inst., and gave the discount,

The Daily Spectator.

TURSDATO EVENING, JULY 18th, 1875.

The 10th of August is the all-important den in hair in

-Railroad or no railroad, that's the ques-

Police Court.

Torsday, July 13.

Margares McLaughlin was fixed \$2 for baing ploked up drunk. Pat Guigley rainaing to pay statute labor tax, complaint of Collector Smith. Case ad-

jenried. William Campbell got intoxicated, wear

william Qampheli got intracated, weary and foot-sore went to rest and got arrested, fit which \$2 was wested from him.

Christica Brown was just; out from jail yesterday, and was picked again, last night. The asked to bu discharged, promising to go to Toronto forthwith, Carlstina was discharged and told to "glt."

James Hichael had Just come out from a manufacture of the promising the same restaurants.

James Michael had just come out from a ninety days sojourn in jail. He got drunk and went up again for ten days.

John Toner allowed his horse to run at large, at teast such was the complains of the horse wandring about on the sudwall, and Mr. Toner was saked to donate \$5.

James Burns was complained of as being drunk and disorderly at a Hughaon firest remaining. James is a genteel toning youth, who there were the summary of the property of the property of the more instanced to the summary of the more than the control of the summary of the more than the control of the summary of the summa

City Council.

SPECIAL MESTING -- THE BEPORT OF THE SPECIAL COMMITTER OF THE H & N. W. RAIL-WAY-THE SY LAW.

Last evening a special meeting of the Gity Council was held in the usual place to consider the reports of the special committed on the H. & N. W. railway, and that on savers. There were present His Worship the Major in the chair, Ald. Mullin, K. livert, Matthews, Waddell, Nicholson, Mitchell, Campbell, Fairgriaye, Cowie, Keste, Fitspatrick, Lee, Magoel, Charles Ree, Cawlord, Whipple, Humphiny, Allen, Smith and Field. The first business of the evening was the reading of a letter from the Scottary of the H. & N. W. railway to the Countil; which was done personally by Mr. Toung, the scorefully.

The following is a copy of the letter:

Hamilton & Northwestern Rallwat, Hamilton, July 15, 1875.

To Ho Profile the Mayor:

Sine The South of the Corners the Hamilton and a few hamilton The company has been assessed to the position in regard to the cane of the position in regard to the railway by-law, unexpectedly by one of the city newspapers and
the publication in to of statements which are
calcutated to mislead the public, your Wordship
with nave the goo hers to lay the tolding
is not the purpose of the Bounell this evening.
Is not the purpose of the Bounell this evening,
is not the purpose of the Bounell to eye to the
active which could be public, the facts
and the purpose of the Bounell to the railway
is not the purpose of the Bounell to the facts
are presently to show the time public, the facts
two railways literesting in the by-law; and
wherein standards until is expected to promote the interest of both as well as of the tip.

It. The position of the H. & N. W. Railway
2. The Company has 157 miles of railway to.

1st. The position of the H. & N. W. Railway Afhe Company has 157 miles of railway to build for which it is arready subsidized to the amount of \$382,000, and it is expected that further and whit be got to the amount of \$120,000, making an average of about \$6,500 per mile. The cost of the road, estimated by the Englisher, from actual sarveys, will be about \$12,000 per mile, but assuming that the reduction in cost of tabor and materials will equal \$1,500 per mile, when have a cost of \$17,000 per mile, of \$4,000 per mile, making a total cost of one struction and equipment of \$21,000 per mile. Deducting from this the subsidy of \$6,500, we have a baance of \$14,500 per mile whole the state of \$1,000 per mile where a baance of \$14,500 per mile whole the state of \$1,000 per mile whole

Leaving to be raised from bonds..... \$2,286,500

Leaving to be raised from bonds.....\$2,226,500
In round numbers, 2t millious have to be raised before the road cau be operated.

The Company is authorized by chartor to issue bonds to the extent of \$24,000 per mile, but although it is believed that before long the carnings of the road will pay interest on that amount, it is not to be supposed that it would be judicious, were it possible to issue any such amount, and in tact the intention of the Company is to limit the bond issue to about \$1,000 per mile, which, under favor able circumstances (when the roat is built and the angular favor able circumstances (when the roat is built and tanadian Raitway credit restored may be expected to not 800 per dollar, or a gross sum of \$2,200,000 -barrly sufficient to cover the estimated cost. Instead, therefore, of the endmons profit which a me people affact to believe can be made out of the uniertakin; the roat truth is as I have just suited. The bond issue must be smilled to an amount on which, beyond all question, the carnings will be sufficient to pay it terest, and that amount must be supplemented by a subscription of capital effect to oversactual cost. The ind of capital efect to cover actual cost. The lask the company has before it is to find any or nearly all, this large after of it to find any which to finds and equip the road, and, in the best of times, it would do an operation of great difficulty—in times like the present it is well nigh an imp saiplity.

2nd. The position of the H. & L. E. Railway:

2nd. The position of the H, & L. E. Railway.

This road has been built to Jarvis, and has brought simultin into connection with the traint Time as Caledonia and the Green Western at Jarvis, and, so far, the benefits conforced on the city can hard y be over-satimated, but, to get the full benefit from the road it must be extended to fore Dover.

The Directors of the H. & L. E., on their persuatanced, and acceptancy on the carrying out of certaint agreements of the three great counceting. Companies, in good faith, ionad the means of building the road to Jarvis, but faith has noted here, keep with the them by the other Companies, and too speak sall never be built beyond Jarvis unless the Company sets into a position very different from what it is today.

in his opinion, the people who had to pay the taxes were the parties in decide whether the money should be voted as not. The state-ment of the Times that the Council had given ment of the 2 mark that he come is a way \$100,000, was a mistake on the pure of that paper. The Council had not the pure to grant the money without he come of the people, and if the people declare in favor of the grant it would them: come the duty of the Council to finely the the by-law. It had been contended by countries the Council would not allow the electors to decide for themselves; he could not view it in that light. Surely the electors could express their opinion on the subject of femtion, and it would be a very applicant action the part of the Council to prevent them dollar so. He stated that were the matter to be die cided by the Council without a veter of the so. He stated that were the matter to be de-cided by the Council, without a rete of the ratepayers, he, for one should your arginst the passage of the by-law, and he winded it distinctly understood that he countdered himself free to record his vote against the passage of the by-law when it came before the people for their approval. He was one of those who firmly believed that the root would be built whether this city took \$100,-000 in stock or not in fact he countdered it. would be built whether this city took \$160, 000 in stock or not, in fact he considered it his duty to vote against fac by law if this Directors tailed to refute the figures given in the Ecining Times of Saturday last, and he also thought it would be the the duty of the ratepayers to do likewise; however, he had no great faith in the figures of the Times and if they were no more reliable than the assertion of that paper that the Council had given away \$100 000 of the profile triangle than away \$100,000 of the people's money, they could be easily refuted, but under any officumstances it would be the of data the H. & N. W. Co. to give the public information.

As to the second part of that clause, (2),
Aid. Whippers said that the question had
been in the Special Committee whether the
time would be 10, 15 or 20 years. He thought
that at the experition of 20 years the population would be are the population of 20. that at the expraition of 20 years the population would be much greater and that they could better bear the debt. But they finally decided on the 15 years scale as it was the

Ald, Matteres then moved that the Coun-oil do no now report. The Mayor took the chair. The retiring Chairman reported the hy-law passed. Ald. Whippin moved, seconded by Ald.

MITCHELL that the report of the Committee of the whole on the H. & N. W. Railway be

The f llowing is the by-law :

on the subject.

The f llowing is the by-law:

Whereas, by an Act of the Legislature of the Province of Ontario, entitled "An Act respecting Municipal Institutions in the Province of Ontario" and the special acts of the Company, Municipalities are authorized to pass By-laws for subscribing for any number of shieres in the Capital Stock of the said Railway Company, and for issuing debentures for raising a sufficient sum to discharge the deby of engagements occurracted, payable at such times, and for such sums respectively, not less than twenty dollars, as the Municipal Council may litting meet.

meet.
And whereas, the Municipal Corporation of the City of Hamilton, is desirous of subscribing for shares in the capital stock of the said Hallway Company to the extent of one intidiced thousand dollars upon the terms and confidence in the capital stock are of issuing debatures to that amount for the purpose of the capital stock are capital to the capital stock and of issuing debatures to that amount for the purpose of

Ald. Washing to follows : "

Court area, The Standing Reward beg to report as follows to That they recommend that

The following

CITY COUNCIL
SPECIAL MEGING
2/2
HS 13 July 1875

panely dispersed. (will be seen by he was to the panel of the panel o

To be Examine — Contends aftersoon of a second of the first of the first second of the

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hat Heart strains How of Toronto.

The Heart Heart House supposed through the Heart Heart

Control in the service of the control of the contro

There is described posting to be subside to the interest of the confidence of the co

Ald. Warraw moved, seconded by Ald arroman, that the by-law authorising the aking of stock in the H. & N. W. railway is now introduced and read a first time. Ourfed by a majority of 17 to 4. Ald W. awarr. mayord that the below to

considered read, and that the council do reselve !!self into a committee of the whole. Chresed.

The council then resolved itself into a committee of the whole, Ald. Kilvert in the

A distinguish article to clause go. 2.

Ald, Warness said, he would explain the position of the council in regard to this railway. It was his intention to do his utmost towards giving the people a rate by law in this matter. He construct the Times for the stand that, paper had taken in awring that the council was labelle to you arely \$100,000 of the people's money. It was not their intention to do anything of the kind, and they couldn't do it even if they wished. He thought the Times ought to take back what it had said in, this matter,

out of order, saying that what the fines had aid had no hearing on the discussion.

Aid Mayes we thought the Chairman had roled too hearing, as the press was the exponent of public opinion, therefore the public thought be opposed through the

And Mining said the Tones had done perfectly right (laughter). He did not believe in railroad schemes of any kind any more. This city had got into a heavy debt through railroad schemes and they shouldn't do it again. He said that the men who were at the head of affairs in the H. & N. W. railway were a got of schemers, so they were. (Laughter.)

Aid, Onewoon said he had changed his mind since the last meeting. He had forgunity opposed this mill way soleme, but on thicking if eyer he saw he was wrong in doing so, and was now hyvorable to it. He had found that it was better so give the \$100,000 than was great all way. He was willing to intmit the By-haw to the people.

A second second

. . !

the passing of An Bassageset his superising by builder identify which with he credit the city matches by the which, which he credit the city matches buy to which it, belongs. The place which he buy to which it, belongs. The place with int yet bein cream out, but the houses if he matches buy to which it he modern conventances and applianced, and will be blace at attriby not used applianced, and will be blace at attriby not used to estate yants obtained attriby not then to estate yants. There are very few in the city who will not be pleased to hear of the Basical's ascens in business especially there who will not be pleased to hear of the Basical's ascens in business especially the heavy in his safe and before the fact of the water, who spoils not new downtout thus. All grades and the and peace be bringed in the heart and wot the prince of Laticular is the same case the arm never loses the temperature of the proximate of bathing in often proximity 1: the Ocean Homes, which is very unple sent the

man be transhipped at Hamilton, and the Company shall not use, build or make for purpose of traffic, any whar, warehouse, eleyater or timber booms upon Lake Ohtario, or Burlington Bay except within the city of Hamilton TOCICALITY

> ht the a being of the offered traveltogeth-d Ma: delive states Visleye

o. the these eotings

Bass Batt On Wednesday a felendly game of br we ball was played between the es, and

ing is the score : YOUNG CANADIANS. | SILVER CERESTALL

Mr. McGrysus snoved the adoption of the specific covered as me report, so conded by G. D. Fangusson, which will be a credit as by spreement the old Board retire, and the value of the following Directors were then elected for the century of the sold will be possible of the following Directors were then elected for the century of the sold will be possible of the century of the sold will be possible of the sold will be possible. How, Hon. Wm. McMester, C. J. Blidges, Samel Barker and Andrew Watson. The Board has not yet met for the election of he city who will not be plear. Bestley accessionally the control of the co children will do, and averbalancing hims if fell her i first into the water. As he was not missed for some time afterwards of course by the time the 1:1y wer taken seed the had been extinct for probably thirty minutes or more. The rarents reside on a newly side out street, latween Conce. sho had Market land street, and it was their only child. Much sympathy is shown by all who were made acquainted, with the corouns nuces of the case. The victim's name was Percy Bell.

MALI The Hamilton and North Western Ballway Company are siready bound to turnish facilities for free and unrestrained traffic in cordwood to the official three can't fer cord per mile, for dry wood, and two and at half

Salver Oresk nine of Guelph, and the Young Caradians of Dundss. The same tooksplace in the Driving Park, Dundss. The follow-ing is the score:

Collins c... 3 8 Steel, c... 5 Inowies ri. 2 2 Chamberlain, as 3 quantitative of chose Technology of the collins of the collin 27 16

RUNE MACH INNIMAS TO A THE

EXTRACTS BYLAW MERGER LITH HLE

HS 23 JUL 1875

the Caused Life, her reveleted, the appointment to the general agency of the District, and Was Cook of the Merchant a Bank will not ave. 'I agent.' From so able and effective, a local representation we assure good results. The company in 1884 life and continued and its Exhibits of business. "It assets are highly calledges." The Company is \$250. are mentities of dueliness. The Montany is making a strong appeared the patriolism and loyalty of Canadians, ballar, its claims to Support of the Institution Montand and the destruction of the Institution Montand in Canadians constitute and by stding the development and advancement of the country. country. - AND HOUSE ALL A

The Hamilton and North Western Ballway except to the extent of amalgamation with the H. D. E. R. Company, is to be an independent road, and to form no commented with any railway east of the present ofty

Gr. Jakes Vangries—The St James Va. griedes was repeated flast evening by a new and complete company, which her so fer these a special property of the series of the serie

Bale T.C. Helking advertisement.

a blescing on their efforis, and a revival spirit amongst the people.

If the By-law is caused authorizing the city to subscribe stock in the Hamilton and North Western Railway, the Mayor is to Le "Ex-Officio," a Director of the Company to: all time to come, whether the our continues to hold steak or not.

That Rosans.-Thore stones are lying around and that roller her not appeared as yet. The streets are just on simpletment to drive over as those who are in fault could possibly wish them 15 15, and when they have satisfied themselves girning over the public misery they will probably bring out that roller

Strik Game on The great planing pale at A Murray & Co.'s still continues. All the newson at least the sawest at least the sile of the sawest at least the sile of the least the sawest at least the sile of the sawest at least the sawest at least the sawest the sawes cost price. The opportunity to scoure prat-class goods of the description offered at this great sale, at such unprecedentedly low prices, does not often o cour and should not be lost.

Aquaro.—The Times crew went one practising the other sight. One is them caught a cold, another caught a cold, another caught as a looking from his ha for getting his feet wat and the other caught the idea that they had become postpone the race a month or so,

PRAYE & WARRISON advt. should be read.

twent (\$705 de de la compara (1800 e 1800 e

The Housing Story on the second per milé ma be purchased a

Papsoyat Mr. Ed. Will should the manager of the st. Nicholas Hotel is o single fill besides for himself. His rignify will be giar sallnessed, the last sallnessed in the new sphere in the

ILW OBTATES COMME

In this city of the 20 of the 30 of the Around the wife of Aired at 10 of the Around the wife of Aired at the residence must be and nine months, only a one of the Percy and Meria Bell, of North Edglard.

Bogland.

Bogland.
Funeral from: no. 8: Haros d. . At 7.1
24th Joly, 1876. Priends are invited.

100 MUNICATION.

Here Mark & Balling And Hamitron, vill till in To the Editor of the Spice Article 2004 a

DEAN Shi (A) the is per descent of the state trouble to escential the exact possible the Building Committee in this man, the Association, is in no way committee any definite plan of solon, soc. he governments at all executed the norm trustepho them to the trustepho to the first plants at the solon and the solon at the solon at the solon at the solon at the plants of the limit of the Distourt of the world Calebonial Scorers—New that the annual meeting of the United North American (Arc. donlar Association is over, the odis bearing and members of committee will be represented by the annual part of the United North American (Arc. donlar Association is over, the odis bearing and members of committee will be present. It is greatly be an in a lew days. Prominent of ansamen into said and of the United North Angust. The programme will be out in a lew days. Prominent of ansamen into said in the present. Should the weather be and it said be used the granted the said of the little factor of the present. Should the weather be and it said to use of the granted the said of the little factor of the little fac

wortow.

Paidar, Ju James B. Sho pullatic pursul Av 16, by D wad die

l by Conductor Men-used to pry Raffway lottor of the G.W.R.; for a remand in the ipn Eccel ved by tele-f Police at Teronto. that the prisoner thicker in that city. ne, to be detained in

case against Bay i having broken the bell in which he was ontly in an attempt is withing looking a battlease, and, for s batd case, and, for suloted in the sum ted by P. C. Gregg and putil to morrow

Mary Brackeld about the senguage of the law about of the senguage of the sengu nade an able de the the thick and an able to months in dhe of \$70,

fine, the time of

fercolous dog. ut, but as he was harabter and he l

Francis (1911) to be fasted for six months of

o errot, a sur Ut to a cectification of Icon St. Wellonge elle Paciti Chilo Santi Paciti Milaci de pieso

BIOD, UDD STOUR PURCHASE

BIOD, UDD STOUR PURCHASE

OTTY OF HATTILTON HS 23 JUL 1875 (B) DESCRIPTION NEW STUART ST. STATION

immosed for catting of control and amount summers to discharge the city, on complaint of debts of this company, and the G. W. B. Co., teccived the residue of such bonds in the company and the greenment of alth Dop, last, the company is, the signey of the control with a line extending nothward the company is, the signey of the company is, the signey of the company is and southwest from Palmarton to Ripser, and southwest from Palmarton to Ripser. and southwest from Palmerston to Kincar-dine, 661 miles, in all 1681 miles of railway, the whole of which is in complete running order and doing a vast amount of good to the country: traversed; by:th: sa well; as to the lecting markets with which that country has been, by the construction of this read, brought into easy connection.

The carnings of both the main life and

the Southern extension have, if anything, exceeded the expectations of their promoters,

And your Directors are pleased to announce that they show a secret intrease.

The interest on the bonds has a count been promptly met. Under the agreement made on the 11th December, 1874, with the Great Westong Bailway Company Great Weston: Railway Company, your Directors arranged for the purchere by that Company of the city of Radillon stock, \$100,600, in this Company, at 400,02 the dollar. On the 8th of June this arrangement was onsummated, the city receiving a choque from the Great Wastern Edilway Company for 80,880, and Mr. Hendre at the same time disposed of his stock in this Company, amounting to \$25,000 to the Great Western Library. This gives the Great Western the convention of the anounting to passes the anount of Directors was also reduced from twelve to five to take each at this meeting, and your Directors having ow brought to a termination the construction of the fall way and discharged all the liability connected there

with, desire to be relieved home office.

The smeant of \$20,000 you'd by you in recognition of the fervices of your Directors, for leave to file out peeu Bonds, as already alluded to, and d by his worship in been divided by the Board in terms of too complaint of your resolution.

All of which is respectfully submitted.

W. McCornogn; Classiff McGivners, President.

ed of the case was Col. McGrvsam said that before retiring he felt that he was expressing the sentiments of ascretary of the company, Mr. Wm. McCul-lock to the favourable consideration of the inition and North in the involvable consideration of the future Board, to be elect of as well as that issued until the of the Great Western Railway Company. Mr. McGuilden had for a great number of years been in the employment of the Great Western Railway. At the chruck of the Wellington Grey and Bruce Co'y, at a time when the services of an efficient secretary were of unless smalls. Great importance to them, the Great Western Company kindly consented to his acceptance

great importance to them, the Great Western Company kindly consented to his acceptance of the position; and the President expressed the hope that his services would be continued on this Great Western Rallway.

Mr. McGressiz moved the adoption of the report, st onded by G. D. Franceson, which was unanimously carried.

As by sgreement the old Board retire, and the following Directors were then elected for the ensuling year: Messus. Frederick Broughton, Hon. Wm. McMester, C. J. Bildren Samel Barker and Andrew Watson. The Brief has not yet met for the election of President and Vice Freedent.

All property carried by the H. & N.W. Railway, to be forwarded by Lake Ontario, mast is transhipped at Hamilton, and the Company shall not use, build or make for purpose of traffic, any wharf, watchouse, slevator or umber booms upon Lake Ontario, or Burington Boy except within the city of practice Habilitons (15) [1] [1] VA [1]

Y. M. C. A., m. Doubas Lest night the little Baptlet church in Duncks was the con-

Some weeks ago the first sods were turn d for the new passenger station and reight sheds for the G. W. R. liway in this city, and now the foundations have been laid, the stone, brick and lumber is on the ground building operations are going on rap. and idly, showing the buildings will scon be run ldly, snowing the punidings will get in be ren up and completed, and put to the uses for which they are intended. The passenger station is to be 350 feet long, 40 feet wide in the middle, and 56 feet wide att cach end. The foundation is to be of stone and the main building of brick. Massure North have taken the Messrs. North have taken the contract for the meson work and roofing, Mr. Peter Bra s for the carpent or work and Mr. James Adams for the plumbing and gas filting. Great difficulty is being experienced in laying the foundation on account of the alling in of water and the peculiarity of the soil. Every foot the vortined go down the sides of the ditch have to be braced and held firm with boards to prevent the walls from arm with boards to prevent the walls from filling in. This is a great difficulty and has retarded the work matchally. The freight shed is to be 400 feet long, and will certainly be a mignificent building, and one which was needed very much in the englishment of the wharves. There sine buildings will also wall also a will also will also will also the angle of the wall also will also will also will also the product of the wall also will also wi be a credit to our city, and will give it an be a credit to our city, and will give it an air of importance in the eyes of travelers on their first visit hero. Although the usual passage ways are blocked up and piles of lumber and stone lie in every direction, still the public is made as comfertable as ever, and a very handy " way put" has been estat-lished. The case and "busses stend on Stuart street, and their drivers have even a better chance with the unfortunate public as they come out of the different gates.

If the By-law is carried authorising the olty to subscribe stock in the Hamilton, and North Western Rallway, all construction and manufacturing shops of the Company, and the principal repairing shops and all the freight sheds, storehouses, clevators and other buildings required for carrying on builness at Hamilton, are to be erected within the limits of the city, and remain there per manently, and not less than \$180.000 will be spent thercon within five years from passing the Bylaw: H H

SAD CASE OF DROWNING .- A. CHILD DROWNES is a Wash Tun.—Another of those include choly occurrences which are becoming so frequent, occurred yesterday alternoon, about choly occurrences which are becoming so frequent, obcurred yest orday atternoon, about half-past live ofolock. The offermatimes are briefly these. A little toy about two years and a half old the been put to sleep by his sunt shoully thore this, and ahe being very tired, lay down, on the bridgeth him and fell calcept. I he child sweeped that he was nouse, whore a frage tab of water was standing under the fell welly fill and in which it is supposed the child commenced playing is children will do, and averbalancing himself fell head first into the water. As he was not hissed for some time affirmate, of conrectly the time the high was falsen to be a written for probably thirty minutes or more. The farents reade one a many indo out street, between Consection and March land spread, and it was their only onlied. Much sympathy is shown by all who were made aquising with the wire many sees of the case. The violents name was Ferry Bell.

brary - McMaster

as Post Butries, All orders on the ground will be given by the Excentive Choors Lieut. Col. Worsey and Major, Hon. M. Aylmer, beautiful board. or feature of

To pay the principal and interest of the debentures to be issued for payment of stock in the Hamilton and North Western Bailway, the annual rate required to be levied carreet exceed seven and a half cents per hundred dollars, and will be reduced from year to year as the value of assessable property in: the City increases.

Neighborhood News

ARRESTED -Some time list yerr Hugh Phelap, a notations character in Caledonia.
we bagaggdilipitate dubit bank that i do
which he were brought up before a local
magistrate and convictif bing till and magistrate and convectup rang trice was sentenced to jail in default of payment. By some means or other referantly to section the clutches of the contrible until yesterday, when he we's a tested in "Atthur tilling by the contribution of the contr a constable who wes following him. a constance who will in Guelph on Tuesday plans that he struct in Guelph on Tuesday night with his truck the atsattantian thands on his way to the atsattantian thands. The constable arrived, in flower on a Wednesday and ning and saw Ohlef Kelly who yne him on Phelan's track that result being that he was arrested now the that conflict said that he was arrested now that the couldn't where he was it god in the pena all night and sakeh on to Caledonia Thursday morning.

Disgracework Compact at American

Discusorest, Colling of ar Asserous The Aberfoyle Town Hall was entered by some Abstrople Town Hall was embered by some syll dispos I percens some time, between friday night bid Tuestly moraling, and the look on the cuple and belonging to the Abert foyle Division Sone of Temperance I total off and all their officers, emblems, regalizes and other things, return at \$60 extent, with what conduct is worse than disgraceful, and we hope that the burglars will whe found and visited with the heaviest penalty of the law.

If the By-law is carried authorising the city to subscribe stock in the Ramilton and North Western Railway, the Head Offices and Brand of Management will be permanently located in the city.

Hend Quarters 18th Batt, a. Men BATTALION ORDERS.

No. 4. The following rides are still mis-

No. 4. The following rifes are still missing from the atmorien vistorial and an income of the control of the co

of the second state of the second sec

Hallway Company, Lto per mels must be purchased and n

Pspayar Mr. Ed. Will object to he fact analysis of the fact analysis of the fact of the fa

In this old the start and the start and

in 1871, '75, and '74, the M Seam won, in 1872 the China cared the trophy, which it w bered was for a long time on this city.
The Canadians win, in

with the largest number of po

Oct. the sum of £80, which is added

The total of the scores at the the total of the source as it is as follows, the highest possitionary for each rifeman being maximum grand total 840: GAMARIAN GRAM

Pie. Mills, 10th Boyals, Toront Hunter Pte. Copping, Three Rivers Bay Pte Löggis, 71st Battallon, N. I. Sergt-Major Croit, G. T. B. B.is Ensign Wright, 50th Battallon, Pte. Bell, 19th Baysis, Toronto Cape, Atnold, 74th Battallon, N. Grand total

Frager. Coldwell Radoliffe Birch Mole ab Grand lotol letet buatp The following is the score by

Canadians, British. 200 yds 241 224 500 yds 207 201 600 yds 187 176 Total.... 635 601

-Is there any connection bet and ink war and a paper-mill ? The Burlington Hawkeye says 90,000 shad recently put into the Bluer, have to be sprinkled three to keep them alive.

Albany gets \$5,492 under the n

There are several Cuban fami ratoga for the summer. They pon money like the waters.

The life-saving service of the States is growing quite radially appropriately were established last Walworth, the parrielde, is in a fortable, condition than somerly same: Asylum. His mother is few days in Auburn at present, blin frequently.

Latest by Teleg

MORNING DISPAIR

GREAT BRITAIN.

Londer, July 28.—A protest was Plemand on the table last night is its is Plemand on the table last night is its is Plemand says. I protest in the Golf of the table is the delay of the Bill, atthough the bill itself is an sham steer is amough of huma thouse of the House to change good measure. He denounces the 1841 against breach of contract layer gallon with have unit agreed to sail in measure the feel afternative of jail of and ophillance: I colarge the Golf and ophillance: I colarge the Golf and withingity and unwittingip pies the hands of maritime murderers, it the bands of maritime murdaters in affected of the notice, to secure the nce of the prosent muderous (edite, to tunet the villians who come [ul] opposentative of more utility to the prosentative of more utilians outside.

the last office proceeded with the proceeded with the proceeded with the proceeded with the last office of the last of the las

Brantford,

11.55 p.m.—("sundays" not Saturdays) for Wind'or, Detroit, &c.

208 a.m.—(sunday sunt Randays) for Wind'or, Detroit, &c., counceding at London Will, trains for St. Thomas, Forse Sunday Sarals and Fetrolia.

9:10 s.m. For Suspension Bridge and way
Stations, connecting with train for Rictions, counselved; for Suspension in Singalo.

Glindays included; for Suspension dirige; consecting with trains for Singalogical Control Contr

BITORIAL HAND MUAL HS 27 July 1875

"Jarvis with G. W. R. Air Line Ex-presses East and West,

m:—Connecting at Caledonia with G. T. R. Express East for Dunnyille, Buffalo, &c., and at Regersville with Canada Southern Train West.

4,15 p. manage Southern Train West.

Express East, for Candeld, Dainn.

Sile, Bushlon See, i at Bargarythe.

With the Caneda Southern Express

for Buffalo, do. and at Jarvia with

U. W. R. Expresses East and West. ARRIVE. - .

ARLIVE.

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\$4.43 m an another at Jarvis with G W.

Mindised Train Rest; at Hagorswill with Canada Southern Expressee East and West, and at Calcionia
with Grana Trunk Expresses East
And West.

S.55 p. ns.—Connecting at Jarvis with G. W. R. Express Ess, and at Hagersville with Canada Southern Express Fast.

ancaster stage line.

Fare one way, 15c, both ways, 25 cents; small parcels, 10 canis. The saiety of all parcels

Hamilton and North Western TONA Bailway

To the Ratepayers of Hamilton ;

The time has arrived when it is incumbens on the promoters of the railway bylaw how before the city, to fully inform the ratepayers of the position and prospects of the two companies interested in the by-law and of the grounds on which the city is saked for further aid Tichenstran maran ar

We desire to give every information to the public toth as to our doings in the past and our intentions for the futule and we ask our fallow-citizens to consider fairly and candidly the statements now amade, so that in the light of the whole facts and with his propingions of minds they ay decide whether or not the by law is bridy of their supports of the A great deal has been said about the sailed reticence of the Hamilton and

d Felloance of the control of the process of the control of the co The state of the s

ever their line, the fismilton and lake Eric Directors endeavored to make an arrangement with the Canada Southern slone. About a year ago an understanding was come to, and two months were given to the Canada Southern to find the given to the Canada Southern to find the means of carrying it out. Although most anxious for the arrangement, the financial weakness of the Southern was such as to prevent its accomplishment, and again the efforts of the Hamilton and Lake Erie Directors to relieve themselves of their responsibilities, in a manner that would secure a competing rail-way, came to nothing.

Overtures were then made to the Grand Trunk, and it was confidently

hoped that a satisfactory arrangement could be made with them, as Mr. Potter, the President, had repeatedly intimated that his Company would like to have the exclusive control of the Hamilton and Lake Eric. Here again, however, they met with disappointment. Nego. tiations entered into last winter in Montreal, and again this summer in London, failed entirely, mainly owing to the un-favorable circumstances of the times.

The infortunate issue of all these negotiations places the Hamilton & Lake Erie in a position of great difficulty, and muck anxious thought has been given to the question. What can be done with the line so as to protect as far as possible the commercial interests of Hamilton, which are a claracter between the protect as far as possible the commercial interests of Hamilton, which are a claracter between the protect as far as possible the commercial interests of Hamilton, and the protect as the protect as far as possible are as claracter between the protect as far as possible are as claracter between the protect as far as possible are all protects. which are so largely bound up in main-taining the Hamilton & Lake Erie as a competing railway?

There is no disguising the fact that it is likely to be absorbed by, or closely connected with some other company of greater extent.

An alliance with the Hamilton & Northwestern had been often discussed, and by some members of both companies ing and strengthening both roads, and maintaining their importance.

We have now come to the unanimous conclusion that the two companies should be a strengthening their importance. be united, and that the city should be appealed to for further assistance to enable us jointly to carry through both

schemes to completion.

The question is naturally asked: In what way is amalgamation likely to promote the interests of the Hamilton and Lake Erie and preserve its advantages as a competing line? The answer is simply that incorporation with the Hamilton and Northwestern will enhance the value of the securities and make them more readily salesble, it being a well known fact that the larger the volume of fact that the larger the volume of the security offered, the more attractive it is to capitalists—whilst the expense of floating is proportionately less. It will also secure the completion of the line to Fort Dover equally with the building of the Hamilton and Novth Western and above all avert the danger which now exists of its falling into the hands of those whose interests are opposed to competition.

The Directors of the Hamilton and Lake Eric therefore confidently appeal to the ratepayers of Hamilton for their support, in the present movement, as in their judgment, the best means of permanently securing the

best means of permanently securing the full advantage of their line to the city.

B SERVICE TO PER HAMILTON AND MORTH.

That the ratipayers may olearly understand the position of this Company, it may be necessary to refer to the inception of the scheme and briefly trace its history down to the present lime.

To Mr. Anthony Copp belongs the oredit of introducing the proposal to connect Hamilton with the Georgian hay by a direct lime of railway. Received at first with doubt and hesitation it gradually grew into public favor, and deputations from Hamilton virited the various Municipalities on the line. and deputations from Hamilton visited the various Managipalities on the line, for the purpose of accertaining whether a sufficient amount of pecuniary aid could be got to warrant the prose-cution of the enterprise. These deputations incl. with great encour-agement, and before long a system

the section north of Bacrie to such

the section north of Barrie to such an extent as will raise the average subsidy on the whole to \$6,500 per mile.

The line south of Barrie and Collingwood had been surveyed and located to a great extent, subject, however, to negotiations with township councils in reagard to exact location at certain points.

With these exceptions—via, the want, as yet of aid on the extension north of Barrie and the definite settlement of the route at three or four particular points—

barrie and the definite sectionary points— route at three or four particular points— the whole scheme from Wellington Square was regarded as complete and ready for the active work of construction in June of last year.

The Directors had been all along con-

sidering what might be the best plan to adopt in the building and equipment of the line—they felt that if the meney could be provided so that cash would be promptly paid for the work as it was done, the highest class of road would be the money to be got? The company, could not borrow in the ordinary way, for they had no share capital worth speaking of, and consequently no foundation on which to work, except the subsidies which were no security because they were not available. were not available.

The Company was in a similar position, to that of the Wellington, Grey and Bruce and the Hamilton and Lake hirle. Railway Companies when they began the construction of their lines; but tuers was construction of Lieurnness out-sucre was this material difference, both these countries had the assurance of arranges ments with the Great Western, which would, give undoubted value to their bonds, and their position therefore; was much more favorable for raising money than that of the Hamilton and North Western Railway, which had nothing to Western resulting, which has noming to rely upon to give a market value to its bonds but the properts of a paying traffic on the line.

ven with these advantages these

Companies could not borrow on their own credit, and the money was provided in one case by the contractors and in the other by the Directors on their

own personal security.
In England the first wants of Compa In England the first wants of Companies are supplied from the share capital, and the Bonds become available after words. In this country we have little or no share capital. In its place we have had bonuses which, being only partially available during the progress of the work, necessitates the raising of a large reconstitute of the money required tank proportion of the money required, tem-porarily from other sources tin-til the bonus aid becomes wholly avail able and until the bonds can be issued and

able and until the bonds can be issued and became saleable.

At this stage the work might have been measured ability to carry it through, it such contractors out if through, it such contractors out if have been measured with, willing to take it in hand. They were not to be found in Hamilton and it was very doubtful if they could be measured throught the most desirable arrangement for securing the construction of a good line and retaining its control and management in Hamilton.

The following therefore, was considered by the Board as in every way the best, looking, alike to the prospects of success in securing the enterprise to the character of the line desired and to its future control and management.

Several gentlemen who had been herefore actively promoting the enterprise proposed to associate themselves with others in Canada and in Ingland who might be induced to join them for the purpose of subscribing stock in the company and so providing funds of begin with. In proposing this combination involving as great responsibilities to the parties concerned, they had a coulde object in the work in the subscribing stock in the company and so providing funds of begin with. In proposing this combination involving as great responsibilities to the parties concerned, they had a coulde object in the course of the parties concerned, they had a coulde object in the course of the parties of became salesble.
At this stage the work might have

cary for their own safety and the margin of profit; which under oxidary orders

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Augusta: 1870

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rist, the whole history and plans of the company have been given to the public. There are a converse into these pity, so there are everywhere, a few discontented in a wind see members determinedly to popose avery improvement and in this instance, ere missely essenting the Board, and endeavoring to blind the rators year as to the true linear as state, regardless at the true linear and in the content of the co

of the possible evil consequences of their consciot to the city.

To such men, as these we have nothing to lay, but to those who are landously to secure the railway, yet at the same time conscientiously doubt the propriety of supporting the Bylan, and are desirous of such information as will lead them to a correct measure we are purious to afford the judgment, we are auxious to afford the rest fallest application.

Then this project was revived, some four the project was revived, some four the project was proposed to build it. The line to Daledonia with the view of maline it was in the trand. Trunk Comp when completed, Just at that time, however, the Canada Southern and the Great Western Air Line were the Great Western Air Line were the determined to antend the first proporties of the Ramilton confection with these lines was to apparent that it producers of the Ramilton and Lake Rie determined to extend their line beyond C. Leionia to Jarvis, and altimately to Port Dover. Jarvis, and altimately to Port Dover.
The Great Western Company were annious to secure control of the line so as to
bar the way to Hamilton to the rival

The Great Western Company were that our to secure control of the line so as to bar the way to Hamilton to the rivel Companies, and their energetic efforts to accomplish this must be fresh in the recollection of the people of Hamilton. The Disectors of the Hamilton and Lake Line with equal tenergy opposed the Great Western Company, and the great insightly loft our citizens efforwed their keen appreciation, of the value of the Hamilton and Lake Eric as a means, of securing in hugh I needed Railway competition by enthusiastically supporting the Directors in their policy. Finding it impossible to obtail about 6 control of the line; the Great Western propinged a Joint proprietom to the line; the Great Western, and the Great Trunk, and the Great Western, the Canada Southern, and the Great Trunk, and the Great Orman of the Hamilton and Lake Eric on equal to me and under the general control of the Hamilton and Lake Eric Ompany Pland on the faith of this agreement the Directors of the Hamilton and Lake Eric Ompany Pland on the faith of this agreement the Directors of the Hamilton and Lake Eric Western, and the Great United on their proprieton the money required on their went on with the construction of the line, providing the money required on the respective set the familian the defails of the squeezes of a whole year uniorescent difficulties were encountered in arranging the defails of the sarecement with the connecting lines, and finally the Great Western Company returned to carry it out although it was virtually completed, and had been adopted by their shareholders in October, 1872.

After the failure of the original agreement for a point proprietorship with the other companies, the Directors of the these terms with electorship with the although the proprietorship with the other terms and proprietorship with the different companies, the Directors of the different companies of the state of the terms with electorship with the different companies.

Control of the state of the sta

of groups of townships in the counties of Haiton, Feel and Simone was devised from which bequees were asked and finally obtained, to an amount which with the bonus from Hamilton, was generally supposed and Hamilton, was generally supposed and Hamilton. erally supposed sufficient: to secure the construction of the line.

Strong opposition was encountered ion. In Peel the first By-law every occa was signally defiated, and the second was only secured by the company saving a much smaller sup from a restricted territory. In Halton the company had to be content, with like more than half the amount expected from that county, and got it only after we severe contests two expensive and tedious law suits.

In Simcos the reople largely supported the bonus, but lers also our opponents appealed to the court, and another tedious and expusive law surt was the result. All this consumed a great deal of time and money, but the final results all the supposite deal of time and money. Municipalities were finally settled with, and y government. I add was Calio granted, so that it the early part of last summer the bonu and government aid on the whole the from Wellington Square to Barrie a well as on the branch line to Collingwool were secured to as large an extent as the Company had

fond possible.

The proposed forthern terminus of the Main line has always been Victoria Harbor or one of the adjoining Bays, but it was at arst thought the most prudent course to stop at Barrie—once reach that point, it was aid and the extension beyond will be come to follow. Howe ever advisable thi may have appeared at that time, it has since proved that it would have been letter at once to have spoled with the rhole scheme, as it is all important to rech the upper part of the Georgian Bay in order to tap the great lumber traffi of that region and dian Pacific Railwaj while we have thus some thirty miles to the north of Barrie as yet entirely unroylded with either Municipal or Government sid.

This will explain to those who are not familiar with the strict, how it is that sometimes 127 mileof road are treated of and sometimes 18, the one being the mileage to Collingwood and Barrie, the other, to Collingwood and Victoria Hanbor.

Such then was the osition of the company twelve months go.

Total mileage to be but...... Municipal aid grated.\$586 500
 Government aid " 346,250
Distributed as follows: From Hamilton to Wellington

From Wellington Squre to George (13 town

Boundary of County Silmos to Barrio
and Cellingwood 72 miles.

Municipal and Government aid on
this section, per mill 87,350
Barrio to Victoria harbo 90 miles.

Municipal and Government aid on
this section 7.

The old actually poured averaged over the whole discussion \$1,000 per

would have been saved.

With a general body of shareholders and a large capital stock such an arrange mant, would have been neither necessary

ment would have been neither necessary nor desirable, but in 'this case where it may be said there were no shareholders, and no capital nor any to be had the proposal was not only right and proparties that the only thing and certainly the best thing that could be done.

To permit of such an arrangement it was necessary to get Legislative authority, and accordingly, in an amendment

rity, and accordingly, in an amendment to the Company's Charter, passed by the Legislature and Government of Ontario, it was provided as follows: W. W

"It shall be lawful for the directors to en. ter into a contract or contracts with any indi-vidual or association of intividuals for the vidual or association of initividuals for the construction or equipment of the line or any portion thereof, including or excluding the purchase of the right of way, and to have therefor either in each or bonds or in paid up atook, notwithstanding that one or more of such contractors may be eitherholders or of the company. Provided that the rectors in the Company: Provided that is such contract shall be of any force or validity till approved of by two-thirds of the shareholder. present in person or by proxy, as a meeting up-stally convened for considering the same in June of last year an arrangement

of this nature was made, and the President and Mr. Hendrie went to England dent and Mr. Hendrie went to England with the view of endeavoring to second the co-operation of capitalists there, but they were unsuccessful. They also endeavored to find contractors with ability to take the whole work in hand, but were equally unsuccessful.

The times were not propitious for The times were not propitious roy, any Canadian railway projects, and the inducements the company had to offer were insufficient to prevail on either financial agents or contractors, to interest themselves in the work.

During the absence of the President and Mr. Hendrie in England, a firm of American contractors communicated

American contractors communicated with the Vice-President of the Company with the Vice-President of the New which led some of the Directors to hope which led some of the Directors could be that a satisfactory contract could made with them.

This matter was discussed by the Board after the return of the President and Mr. Hendrie, but no offer was sver and Mr. Hendrie, but no oner was ever made to the Board, and information received partly from the Thandlal Agent of the said American firm in England, satisfied the Board that they

in England, satisfied the foard that they were not competent contractors.

When Mr. Straff and Mr. Hendris fatured from England they reported that although they had been so far unmocessful, they were strongly of opinion that if an amalgamation could be are cessful, they were strongly of opposition that if an amalgamation could be arranged between the Hamilton and North West. ern, and the latter actually contracted for the financial scheme could be floated in London during the winter or coming spring, better times being then enticle-nated.

spring, better times being then entially pated.

The Directors discussed the question of amalgamation, but although it was in general moleculed appear with favor, as most desirable in the interests of the city, there were at the time, so many difficulties in the way hat it was not attempted to being it about. Nothing also appeared problematicable for the moment, and some of the friestors were disposed to let the main the rest for a winks in the hope that ter rest for a winks in the hope that ter rest for a winks in the hope that ter rest for a winks in the hope that ter rest for a winks in the hope that ter rest for a winks in the hope that the rest for a winks in the hope that the transfer would improve and a more savorable opportunity present takely during the winter of spring in carrying out their plans. There were the growing is elling or dissating the same their plans.

A DUELLA ASSOL BITORIAL # Itanu BYLAW

Auction Household Surpiture. Surpitus Books of Herohandles Coltines, Flance, and every Backley of J. A. Stringer, and deduced, par selecting the Auril San II (1911) S. Account to the Coltine foods of the Coltine foods o

Settlements prompt P.O. aldred April 20, 1875 Of probations

Bloods, W.

TO NOVEL BEAT of capital stock or bonds.

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THE STANDSHOUTH Pietri ati aci nous sel ci reci vicini ati aci nous sel ci reci pietri ati aci non sel ci reci Tere Most. Prantical (aces) la Most. Prantical (aces) de Most. Prantical (aces) de Most. Prantical (aces) de Most. Prantical (aces)

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