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Y. M. C. A. in Dundas.—Last night the little Baptist church in Dundas was the center of a fine social gathering. The speakers were

SAD CASE OF DROWNING.—A CHILD DROWNED IN A WASH TUB.—Another of those melancholy occurrences which are becoming so frequent, occurred yesterday afternoon, about half-past five o'clock. The circumstances are briefly these. A little boy, about two years and a half old, had been put to sleep by his aunt shortly before this, and she being weary tired, lay down on the bed with him and fell asleep. He child awakened, however, and getting out of bed quietly did not awaken his aunt, but went, into the wash house where a pail-bob of water was standing under the tap nearly full, and in which it is supposed the child commenced playing, as children will do, and overbalancing himself fell head first into the water. As he was not missed for some time afterwards, of course by the time the boy was taken out he had been extinct for probably thirty minutes or more. The parents reside on a narrow laid out street between Concession and Maryland streets, and it was their only child. Much sympathy is shown by all who were made acquainted with the "wretched" circumstances of the case. The victim's name was Percy Bell.

REMARKS: [REDACTED]

Brantford (Sundays not Saturdays) for Windsor, Detroit, &c.
 8:00 a.m. (Sundays not Saturdays) for Windsor, Detroit, &c. connecting at London with trains for St. Thomas, Port Stanley, Barrie and Petrolia.
GOING EAST
 9:10 a.m. For Suspension Bridge and way stations, connecting with train for Buffalo.
 11:50 a.m. (Sundays included) for Suspension Bridge, connecting with trains for Buffalo, New York, Boston, &c.
 5:20 p.m. For Suspension Bridge and way stations, connecting with trains for

EDITORIAL
 HAMILTON

1/2

HS 27 July 1875

9:15 a.m. Connecting at Jarvis with G. W. R. Express East and West.
 9:30 a.m. Connecting at Caledonia with G. T. R. Express East for Dunnville, Buffalo, &c., and at Hagersville with Canada Southern Train West.
 9:15 p.m. Connecting with Grand Trunk Express East for Caledonia, Dunnville, Buffalo, &c.; at Hagersville with the Canada Southern Express for Buffalo, &c., and at Jarvis with G. W. R. Express East and West.

ARRIVE

11:40 a.m. Connecting at Jarvis with G. W. R. Air Line Expresses East and West, at Hagersville with Canada Southern Express West and Local Train East and at Caledonia with Grand Trunk Express West.
 6:45 p.m. Connecting at Jarvis with G. W. R. Mixed Train East, at Hagersville with Canada Southern Express East and West, and at Caledonia with Grand Trunk Express East and West.
 8:15 p.m. Connecting at Jarvis with G. W. R. Express East, and at Hagersville with Canada Southern Express East.

ANCASTER STAGE LINE.

Chas. Phillips Stage runs between Amherst, Bristol, Hamilton, and Ancaster, at the following hours:
 Leaves Ancaster at 7:30 a.m. and 1:30 p.m.
 Leaves Hamilton at 10:30 a.m. and 4:30 p.m.
 Travels way 15c, both ways, 3c extra; small parcels 10c extra. The safety of all parcels guaranteed.

Hamilton and North Western Railway

To the Ratepayers of Hamilton:

The time has arrived when it is incumbent on the promoters of the railway by-law, 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 asked for further aid.

We desire to give every information to the public both as to our doings in the past and our intentions for the future, and we ask our fellow-citizens to consider fairly and candidly the statements now made in this light of the whole facts and with unprejudiced minds they may decide whether or not the by-law is worthy of their support.

A great deal has been said about the alleged reticence of the Hamilton and Northwestern Directors, and suspicion and ill-will have been engendered by insinuations to the effect that they were concealing the real facts from the public, that there was something dark and mysterious behind all their professions, that in fact they dared not honestly tell the people what they were about.

To all these insinuations the Directors (even at times) they have concealed nothing on the basis of reasons they have, and nothing to conceal which it was in their interest to make public. Again and again by speech and in writing, the whole history and plans of the

over their line, the Hamilton and Lake Erie Directors endeavored to make an arrangement with the Canada Southern alone. About a year ago an understanding was come to, and two months were 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 railway, 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 Erie. Here again, however, they met with disappointment. Negotiations entered into last winter in Montreal, and again this summer in London, failed entirely, mainly owing to the unfavorable circumstances of the times.

The unfortunate issue of all these negotiations places the Hamilton & Lake Erie in a position of great difficulty, and much 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 so largely bound up in maintaining 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 advocated as the best means of promoting and strengthening both roads, and maintaining their importance. We have now come to the unanimous conclusion that the two companies should 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 saleable, it being a well known 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 Port Dover equally with the building of the Hamilton and North Western and above all avert the danger which now exists of its falling into the hands of those whose interests are opposed to completion.

The Directors of the Hamilton and Lake Erie 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 full advantage of their line to the city.

IN ANSWER TO THE HAMILTON AND NORTH WESTERN RAILWAY.

That the ratepayers may clearly 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 time.

To Mr. Anthony Copp belongs the credit of introducing the proposal to connect Hamilton with the Georgian Bay by a direct line of railway. Received at first with doubt and hesitation it gradually grew into public favor, and deputations from Hamilton visited the various Municipalities on the line for the purpose of ascertaining whether a sufficient amount of pecuniary aid could be got to warrant the prosecution of the enterprise. These deputations met with great encouragement, and before long a system

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 regard to exact location at certain points.

With these exceptions—viz., 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—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 considering what might be the best plan to adopt in the building and equipment of the line—they felt that if the money could be provided so that cash would be promptly paid for the work as it was done, the highest class of road would be secured at the lowest cost. But how was 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.

The Company was in a similar position to that of the Wellington, Grey and Bruce and the Hamilton and Lake Erie Railway Companies when they began the construction of their lines; but there was this material difference, both these companies had the assurance of arrangements 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 rely upon to give a market value to its bonds but the prospects of a paying traffic on the line.

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 Companies are supplied from the share capital, and the Bonds become available afterwards. 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 proportion of the money required, temporarily from other sources, until the bonus aid becomes wholly available and until the bonds can be issued and become saleable.

At this stage the work might have been offered to contractors of sufficient financial ability to carry it through, if such contractors could have been met with, willing to take it in hand. They were not to be found in Hamilton and it was very doubtful if they could be met with elsewhere. Moreover this was not thought 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 energetic prosecution of the work—to the character of the line desired, and to its future control and management.

Several gentlemen who had been heretofore actively promoting the enterprise proposed to associate themselves with others in Canada and in England who might be induced to join them for the purpose of subscribing stock in the company and so providing funds to begin with.

In proposing this combination, involving a great responsibility to the parties concerned, they had a double object in view—not merely to provide the required capital, but also to be their own contractors. In this way those who undertook the risk would have controlled the expenditure, which was necessary for their own safety and the margin of profit which under ordinary circumstances accrues to outside contractors.

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the whole history and plans of the Company have been given to the public. There are, however, in this city, as there are everywhere, a few discontented men who set themselves determinedly to oppose every improvement, and in this instance are misrepresenting the Board, and endeavoring to blind the ratepayers as to the true issues at stake, regardless of the possible evil consequences of their conduct to the city.

To such men as these we have nothing to say, but to those who are anxious to secure the railway, yet at the same time conscientiously doubt the propriety of supporting the By-law, and are desirous of such information as will lead them to a correct judgment, we are anxious to afford the very fullest explanation.

WITH REFERENCE TO THE HAMILTON AND LAKE ERIE RAILWAY.

When this project was revived, some four or five years ago, it was proposed to build a line to Oshawa, with the view of ending it later to the Grand Trunk Company when completed. Just at that time, however, the Canada Southern and the Great Western Air Line were just under construction, and the advantage of having a Hamilton connection with these lines was so apparent that the promoters of the Hamilton and Lake Erie determined to extend their line beyond Oshawa to Jarvis, and ultimately to Port Dover. The Great Western Company were anxious to secure control of the line so as to bar the way to Hamilton to the rival Companies, and their energetic efforts to accomplish this must be fresh in the recollection of the people of Hamilton.

The Directors of the Hamilton and Lake Erie with equal energy opposed the Great Western Company, and the great majority of our citizens showed their keen appreciation of the value of the Hamilton and Lake Erie as a means of securing much needed Railway competition by enthusiastically supporting the Directors in their policy. Finding it impossible to obtain absolute control of the line, the Great Western proposed a joint proprietorship with the Hamilton and Lake Erie, the Canada Southern, and the Grand Trunk. A provisional agreement was entered into by which the Great Western, the Canada Southern, and the Grand Trunk were to do business over the line on equal terms and under the general control of the Hamilton and Lake Erie Company, and on the faith of this agreement the Directors of the Hamilton and Lake Erie went on with the construction of the line, providing the money required on their own credit.

Unfortunately great delays occurred—the contractor for the sections between Hamilton and Oshawa neglected his work, and caused the loss of a whole year—unforeseen difficulties were encountered in arranging the details of the agreement with the connecting lines, and finally the Great Western Company refused 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 joint proprietorship with the three companies, the Directors of the Hamilton and Lake Erie tried to make terms with each separately, so that they might still connect the respective systems with Hamilton, but on different terms and independently of one another.

This was failed, and despairing of

of groups of townships in the counties of Halton, Peel and Simcoe was devised, from which bonuses were asked and finally obtained, to an amount which, with the bonus from Hamilton, was generally supposed sufficient to secure the construction of this line.

Strong opposition was encountered on every occasion. In Peel the first By-law was signally defeated, and the second was only secured by the company asking a much smaller sum from a restricted territory. In Halton the company had to be content with little more than half the amount expected from that county, and got it only after two severe contests and two expensive and tedious law suits.

In Simcoe the people largely supported the bonus, but here also our opponents appealed to the courts, and another tedious and expensive law suit was the result. All this consumed a great deal of time and money, but the Municipalities were finally settled with, and government aid was also granted, so that in the early part of last summer the bonus and government aid on the whole line from Wellington Square to Barrie as well as on the branch line to Collingwood were secured to as large an extent as the Company had found possible.

The proposed northern terminus of the Main line has always been Victoria Harbor or one of the adjoining Bays, but it was at first thought the most prudent course to stop at Barrie—once reach that point, it was aid and the extension beyond will be certain to follow. However advisable this may have appeared at that time, it has since proved that it would have been better at once to have grappled with the whole scheme, as it is all important to reach the upper part of the Georgian Bay in order to tap the great lumber trade of that region and secure proper connection with the Canadian Pacific Railway, while we have thus some thirty miles to the north of Barrie as yet entirely unprovided with either Municipal or Government aid.

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

Such then was the position of the company twelve months ago.

Total mileage to be built.....	157
Municipal aid granted.....	\$588,500
Government aid.....	346,250
Distributed as follows:	

From Hamilton to Wellington Square.....	9 miles.
Municipal and Government aid on this section, per mile.....	\$4,800
payable on completion at Georgetown.	

From Wellington Square to Georgetown.....	24 miles.
Municipal and Government aid on this section, per mile.....	\$6,498
of which only \$2,100 is available as the work of construction progresses.	

Georgetown to boundary of County of Simcoe.....	22 miles.
Municipal and Government aid on this section, per mile.....	\$6,875

Boundary of County Simcoe to Barrie and Collingwood.....	72 miles.
Municipal and Government aid on this section, per mile.....	\$7,350

Barrie to Victoria Harbor.....	30 miles.
Municipal and Government aid on this section.....	Nil.

The aid actually secured averaged over the whole line about \$5,800 per

would have been saved.

With a general body of shareholders and a large capital stock, such an arrangement 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 proper in itself but in the circumstances almost 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 to the Company's Charter, passed by the Legislature and Government of Ontario, it was provided as follows:

"It shall be lawful for the directors to enter into a contract or contracts with any individual or association of individuals for the construction or equipment of the line or any portion thereof, including or extending the purchase of the right of way, and to pay therefor either in cash or bonds or in paid up stock, notwithstanding that one or more of such contractors may be shareholders or directors in the Company: Provided that no such contract shall be of any force or validity till approved of by two-thirds of the shareholders present in person or by proxy, at a meeting specially 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 with the view of endeavoring to secure 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 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 with the Vice-President of the Company which led some of the Directors to hope that a satisfactory contract could be made with them.

This matter was discussed by the Board after the return of the President and Mr. Hendrie, but no offer was ever made to the Board, and information received partly from the Financial Agent of the said American firm in England, satisfied the Board that they were not competent contractors.

When Mr. Stuart and Mr. Hendrie returned from England they reported that although they had been so far unsuccessful, they were strongly of opinion that if an amalgamation could be arranged between the Hamilton and Lake Erie and the Hamilton and North Western, and the latter actually contracted for, the financial scheme could be floated in London during the winter or coming spring, better times being then anticipated.

The Directors discussed the question of amalgamation, but although it was in general looked upon with favor, as most desirable in the interests of the city, there were at the time so many difficulties in the way that it was not attempted to bring it about. Nothing else appeared practicable for the moment, and some of the Directors were disposed to let the matter rest for a while in the hope that railway affairs would improve and a more favorable opportunity present itself during the winter or spring for carrying out their plans. There was, however, a growing feeling of dissatisfaction in the

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