

The Leader.

TORONTO, SATURDAY, SEP. 16, 1871

LOCAL INTELLIGENCE.

NEW OFFICE.—The Dominion Telegraph Company have opened an office in Bothwell, Ont.

THE HOUNDS.—The Toronto hounds will meet at Col. Baldwin's, near the Deer Park, at half-past three o'clock to-day.

NILSSON—SALE OF TICKETS.—The sale of tickets for the Nilsson concert next Wednesday will commence this morning at Nordheimer's, at 10 a.m.

CONTEMPT OF COURT.—A man named W. O. Littleford was arrested yesterday afternoon on a warrant charging him with contempt of court, in not having appeared at the Police Court as a witness in a case for which he had been subpoenaed.

NEW LOCOMOTIVES.—Two new locomotives for the Toronto, Grey and Bruce railway arrived in the city, per Great Western railway, from Philadelphia on Thursday last. They were taken to the mechanical department of the railway yesterday to be put in running order.

DISOBEYING ORDERS.—Yesterday afternoon three cigar-makers named T. McCarthy, M. McAuliff and J. Carroll, working at the cigar factory of Messrs. C. P. Reid & Co., Front street, were arrested on a warrant charging them with disobeying the orders of their employer.

THE ASSIZES.—The Assize Court will open on the 17th of October, Judge Galt presiding. The Hon. J. H. Cameron will appear as crown counsel. There are so far 42 offenders in the jail awaiting trial, the most serious cases being, two for bigamy, three of outrage, and two of arson.

RUNAWAY.—Last evening, between seven

Monday.

William Levey was fined \$1 or 10 days.

Johanna Hanson and James Beatty were fined \$2 or 20 days each.

Kate Kelly and Winifred Giles two old offenders were fined \$3 or 30 days each.

Kate Kelly, and Charles Lawson were discharged.

FIGHTING ON THE STREET.

Peter Finegan and Catharine Moriarty were charged with fighting on Emily street on Wednesday evening. The case was adjourned until Monday.

ASSAULTS.

Catharine Rowland charged with assaulting James P. Kerr, was remanded until to-morrow.

William Foster, sr., W. Foster, jr., and Richard Foster were charged with assaulting John Halligan on the 26th ultimo. The case was adjourned until Monday next.

THE FIRE ALARM TELEGRAPH.

NAMES OF KEYKOLDERS TO THE BOXES.

Since publishing the list of the persons with whom the key for each fire alarm box was left, an extra key has been distributed for each box, we therefore give a revised list of the present keyholders, to whom in case of fire immediate application should be made.

Box No. 4, Mr. David Walker, American Hotel, N. E. corner Young and Front streets; Mr. H. Weatherston. Great Western Railway Station, Yonge and Esplanade streets.

Box No. 5, Mr. John H. Meyer, King's Hotel, N. E. corner of York and Front streets; Mr. Samuel Higgins, Young Canadian Hotel, York street, South of Front.

Box No. 6, Mr. James Howard, George and Dragon Hotel, N. W. corner of John and Front streets; Mr. Geo. Blackbird. Britannia Hotel, 234 Front street, West of John.

Box No. 7, Mr. Charles Evans, Northern Railway Office, N. W. corner of Brock and Front streets, entrance north of Main Building.

Mines under Dr. Tupper 03/12/2004 MILLS MEMORIAL LIBRARY ed, may not
at the time the Order was passed. *Leader Sept 21 1871*

Of this gentleman, who has been in comparative obscurity for some years back, it need only be said that he was dismissed from office for having written an impertinent letter to the Premier modestly arguing his own claim to be appointed a Dominion Senator. His charges, however, do not go beyond the characterization of the Order as "unjust," "iniquitous," and the like. It is somewhat remarkable that he never discovered the "iniquitous" character of the Order until now, and that for two years he continued to give practical effect and operation to it without a murmur of complaint. Mr. HAMILTON, the *Colonist* observes, "must be hard pressed, indeed, when he could consent to make such a spectacle of himself; and with the full knowledge, too, that if the corrupt trading secret information, in relation to mining areas, was a matter of such valuable importance, the proofs can be so easily furnished that at the time referred to there were parties in the Provincial Building, not members of the Government, who, it is now notorious, were quite capable of participating in that sort of thing."

The "iniquity" of the affair is one of the staple arguments of Dr. TUPPER's assailants. Is it not a little strange that those who now take this ground did not find out, before what a grievous wrong Dr. TUPPER's Government had committed? Mr. ANNAND was in the Legislature, but he was silent on the subject. No one, it is declared, made any objection at the time. And not only did Mr. ANNAND and his associates not believe the practice which the Order established when they came into power in 1867, but they actually embodied it in their own legislation, as may be seen

will at all events satisfy all reasonable minds that the President of the Council is wholly free from the jobbing and corrupt practices which have been so persistently attributed to him.

THE TORONTO, GREY AND BRUCE CONTRACTS.

Mr. KINGFORD requests insertion in *The Leader* of the protest, published elsewhere, against the manner of the letting of the contracts for the Grey sections of the Toronto, Grey and Bruce Railway. Our old friend, the producer of whose pen have many times appeared in these columns, is entitled to this consideration at our hands. We do not consider, however, that we are called upon to discuss a matter which is of most immediate concern to those who are pecuniarily interested in it. There can be no doubt that there is much that is objectionable in the system of contract letting which now prevails. Mr. KINGFORD, no doubt, has reason to protest that he has not received fair treatment at the hands of the Company; but, at the same time, it is unquestionable that the men to whom the contracts have been awarded are peculiarly fitted to push the work on with the vigour which is required in order to secure the whole of the Grey bonus. They have been placed under heavy penalties to complete their work within the time specified in the Grey by-law; and if there are any men in the country possessed of the facilities to do this, they are.

THE MECHANICS' INSTITUTE.

TO THE EDITOR OF THE LEADER.

SIR,—It is a great misfortune, individually, to the Board of the Mechanics' Institute

I say, "I pledged myself speaking of met by the Presbyterian States! How representative that I-g Presbyterian necessary to "Westminster IV, of the not marry an in blood than woman of blood in blood the gives the I have em confession" Presbyterian bod gives us a Commentary ard, and "less out of it what the Lord me into thy house Who, following James lived comfort Well, all I can commentator authority that only two characters find "hate," ling," and very gaining—"ht course it is See what it is Herald! Sup given for have fession on my confronted with think—just the said "loose church support bill. I certainly of two such as my two epithets between the The late Archb he undoubtedly undoubtedly "nations—name soul between which is plain The notorious nism of the pre bury, excellen sure by the wh denominated "let but a reflection indicated,

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Note, too, that this second motto from A words “it is not lawful for the church to ordain anything that is contrary to God’s word written,” plainly implying here and proving throughout his review that the church has done so.

The reviewer, with that good taste which distinguishes the leading spirit of the *Church Herald*, endeavours at the outset to unveil the personality of “a clergyman,” deliberately left anonymous. He takes for granted that he is in “rural isolation” and therefore “in blissful ignorance”—especially “of what has been transpiring in the mother country on this subject during the last quarter of a century.” His assumption has just as little truth as it has of modest respect for his readers outside Toronto. I say, “it is only of late years the present subject has been brought into the region of controversy.” Surely compared with 1800 years A. D. 1895 must be admitted as a “late” date, except to a very Lilliputian understanding! a very good specimen of the “misrepresentations and ignorance” charged to me; and this too after I had given from the *Saturday Review* a history of the marriage bill in Parliament from the first!

The Duke of Beaufort was legitimated by an act of Parliament kindly passed in his favour in 1835; whereupon we are told, with the gusto of a typical Jenkins, of his grace’s “unblemished life,” his precedence to the Bishop of London by exactly “forty-one degrees,” his patronage of “twenty-six livings,” &c., &c.; as if all this at the very outset superseded for the inquiry or investigation as to what Bible, or Church, or any one had to say in the matter. The force of snobbery could no farther go. If there is “legislative partiality and injustice,” it is granting to a Duke what is denied to the Commons; not in withholding from them what should not have been granted to the highest grandees.

I say, “the Presbyterian bodies are all pledged against it,” and I was specially speaking of the British Empire; but I am met by the opinions of some individual Presbyterians, and those of the United States! How well am I convicted of “misrepresentation.” On p. 36 it is complained that I give no “citation” to show the Presbyterian opposition; as if it were necessary to prove the genuineness of the “Westminster Confession.” Chap. XXIV, § IV, of that work has, “The man may not marry any of his wife’s kindred nearer in blood than he may of his own, nor the woman of her husband’s kindred nearer in blood than of her own”; while it gives the same Scripture proofs I have employed. The “Westminster Confession” is the known standard of Presbyterian bodies. The reviewer, however, gives us a sentence from the Westminster Commentary on Ruth, which is not a standard, and “leaves our clerical friend to make out of it what he can.” Here it is: “And the Lord make the woman that is come into thy house like Rachel and like Leah, Who, leaving their country, and following Jacob, as now Ruth hath done, lived comfortably and lovingly together.” Well, all I can make out of it is, that the commentator must have had some other authority than the book of Genesis; for in only two chapters of it (xix and xxx) I find “hate,” affliction,” “envy,” “wrestling,” and very bitter and unpleasant bar-

THE TORONTO, GREY AND BRUCE RAILWAY CONTRACTS.

We are asked to publish the following letter:—
Sept 21 1871 *Leiden*
“OTTAWA, Sept. 11, 1871.

“GENTLEMEN,—It is possible that, you will look with indifference on any protest which I may make against the allotment of the contract on the Toronto, Grey and Bruce Railway from Orangeville to Owen Sound. But the fact that the tenders selected are much higher than mine conveys such an imputation on my character that ordinary self-respect impels me to place my protest on record.

“It would also seem that the intention has been entertained from the commencement to place the contracts where they are. The wording of the advertisement—peculiar in itself—sets forth that the ‘Company reserve the right to reject any and all bids as they may elect.’ It is by no means unusual to refuse to give the contract to the lowest bid, but custom and right have clearly established the conditions under which this course can be creditably taken; either when the tenderer is without experience or character, or when the bid shows a visible discrepancy between price and value.

“Neither of these disqualifications can be urged against me. The question of surety did not even arise, for it was not necessary to define in the tender the parties who were so proposed. But even on this point, in a conversation with Mr. Howland, in reply to a direct question from him, I gave him the name of the gentleman who proposed to sustain me, and I understood from Mr. Howland that he considered the security unobjectionable. On the other hand, so far as my personal qualifications come into the consideration, I have laid before you what I hold to be a guarantee as to my character. Further, I referred you to the Hon. Mr. Carling, having just completed an important public work for the Ontario government to his satisfaction.

“Nor can I be considered a stranger in Toronto, where I am personally and professionally known for the last nineteen years. Even were I so, I waited upon each of you, with the exception of the President who was in England and entered in my antecedents for the last thirty years passed in Canada, the United States, South America and Italy. During the whole of this time I can look back with the confident feeling that I never was placed in any position in which I did not endeavour to fulfil its obligations with advantage to those who gave me their confidence and with credit to myself. And I have testimonials without any exception from all for whom I acted, that I have never hitherto failed in my attempt.

“There is one point worthy of notice. The original scheme of letting placed the line in three sections. It is to be presumed that this division was well considered; and accordingly it was to be expected that it would have been maintained in carrying out the work, whereas it seems that the line has been let in two equal sections. Why should this abandonment of a governing principle take place?

WHAT IS THE USE OF H. CORNS ON YOUR TOES?—If suffering with sore feet caused by corns, bad nails, or any other ailment, go immediately to No 8 King street east, where you will find James. The Doctor wears a smile for all and will examine your trouble. If it is in the heel he will frankly tell you so, but if it can be all you have to do is to sit down in a chair in less time than we are penning this article difficulty will be removed, after which you feel like a new person, and will go away free from limping or any other impediment to locomotion. Dr. James will remain a short time at 8 King street. Office hours from 8 a.m. to 8 p.m.

DIED.
KESTEVEN—In this city, on Tuesday, 11th inst., John Kesteven, Contractor, 67 years.

The funeral will take place from his residence, 364 Victoria Street, on Thursday, 14th inst., at 10 o’clock. Friends are respectfully requested to attend.

Wanted

A HOUSEMAID—IN A SMALL FAMILY.
Apply 147 Berkeley Street.

THE CONFEDERATION LIFE ASSOCIATION of Canada wants Agents throughout the Dominion; also two Inspectors of Agencies paid a salary and commission. The latter appointments will be made on the 15th inst.; per application therefor preferred; but, if by sending names of references to WILLIAM McLEOD, General Manager, Masonic Hall, Toronto.

WANTED—A servant to do general work in another girl’s keep. Wages no objection. Apply at 119 Jarvis street.

WANTED—A servant man who thoroughly understands the care of horses, can milk the general work for a small family. Apply HOOPER, 48 King street West.

WANTED, AT 79 COLBORNE ST.— Cauldrons, Cumberbells and Onion picking purposes. R. CURETON & CO., 79 West Market Square.

WANTED—Board and lodging, where a wife and child, in the neighbourhood of the Normal School. A sitting room and two rooms required. Address box 1, Toronto.

WANTED—A good general servant and/or is kept and the washing place. Apply to No. 5 Avenue street.

WANTED—SALESMEN—8 first class. Centes required. HUGHES COMPANY.

WANTED—A first class harness maker. good head first class wages. Apply daily to H. NICHOLS, 175 King street East.

WELLS AND CISTERNS cleaned on the east notice and most reasonable terms. Apply at 64 Palace Street.

WANTED—A young gentleman who can read a few hours in the evening to the tuition of two boys, aged 10 and 12 years. Address Box 98 Toronto P. O.

WANTED—A partner who can command a capital of \$2,000 to \$3,000, in a first class business. Communications strictly confidential. Address 218, Ledger office.

WANTED—A good plain cook to do work and ironing. Apply to Mrs. BERTS, 110 York street, nearly opposite Jarvis.

WANTED TO RENT—A TWO STORY BUILDING dwelling within ten minutes walk of Post Office; detached and with a garden preferred. Address A. DE GRASSI, Toronto.

WANTED, by a young lady, a situation as companion to a lady, or to make herself generally useful. Country preferred. Address Box 1, Toronto post office.

TO THE "ULSTER HOUSE", FOR PURE
unadulterated Wines.

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 the Ontario I
 construct a railway from Bayfield to Clinton, or some other point on the Grand Trunk Railway.

The Bruce correspondent of the Walkerston *Herald* says that Mr. W. C. Taylor, of Bentinck, is satisfied that "troubles" never come singly. Mrs. Taylor presented him with four one morning last week—two boys and two girls. Poor Mr. Taylor.

The N.P. papers continue to lionize "projected" manufactories. They, however, fail to notice the many formerly established enterprises that have been "projected" out of existence. They avoid actual results by deceptive glimpses into the future.

The *Maritime Journal* places the value of the fisheries of Grand Manan at \$500,000 annually. It further says that the hake sounds and livers alone are a source of considerable revenue, the sounds alone last year selling at North Head at from \$30,000 to \$40,000.

Last spring Mr. Peter Alpaugh, of Garafraxa, had 14 hives of bees. Since then the number has increased to 36 hives. And since then, also, Mr. Alpaugh has got fully 2,000 pounds of honey over and above what will be necessary to feed his bees through the winter.

The Muskoka Township Council having raised the assessment of several parties after the roll was returned without appeals, in some cases as much as \$1,000 and \$1,800 having been added, proceedings are being taken to annul the roll, and some expensive litigation may be expected.

Never before were there so many orders for locomotives as are reported now at all the locomotive works in the Middle and Eastern States. Never before has work been scarcer in Kingston, and the locomotive works so destitute of contracts. And all the while the N.P. is in operation. Thus says the *Waig*. Oct 11 1871 *Globe*

The Mount Forest *Confederate* notices that there are more than the usual signs of life along the line of the T. G. & B. railway. Between Orangeville and Mount Forest gangs of men are busily engaged in putting in new ties where needed, and repairing the various bridges. A new station has been erected at Orangeville.

Treasurer's sales of lands for taxes are newly gazetted as follows:—City of Guelph, Nov. 15; United Counties of Northumberland and Durham, Jan. 15; County of Grey, Oct. 30; County of Carleton, Nov. 17; County of Essex, Nov. 7; Town of Orillia, Jan. 6; County of Wentworth, Dec. 30; Town of Peterborough, Jan. 8; Provincial County of Haliburton, Nov. 3.

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—barn, 28x48 feet, granary, 12x20—five tons of hay, a garden full of choice vegetables, &c., all the result of his own and his wife's industry, save an amount of \$75 of borrowed money. Ask Mr. Lasseter what sum he will take and sell out, and he will refuse any sum less than \$3,000. What labouring man or tenant farmer in England or in Southern Ontario can show as good results! And the condition of Mr. Lasseter is the case of every industrious settler. Here, as elsewhere, industry is rewarded and thriftlessness ends in misery.

The *Halifax Chronicle* says:—Sir John assured his friend Mr. John Boyd, of St. John, before the elections that he had never proposed any increase, but only a readjustment, of taxation. As a comment upon this the Customs returns for July should be kept before the people. Compare these statements.

	Imports.	Duties.
July, 1879	\$5,085,494	\$1,096,061
July, 1878	7,530,430	1,075,062

The people were poorer in July, 1879, than in July, 1878. The imports were only five millions of dollars, against seven and a half millions in the previous July. Yet they had to pay more taxes on the five millions this July than they had to pay in the previous July on the seven and a half millions; or, in other words, the Customs taxation is now fifty per cent. more than it was under the rule of the Mackenzie Government. Is it any wonder that, from one end of the Dominion to the other, there is an outcry against the load of taxation that has been put on the country, and against the shameful deception that was practised by the Tories to obtain power?

A Detroit gentleman who was present at Ottawa at the presentation of prizes by the Princess Louise to the competitors at the meeting of the Canadian Rifle Association thus describes that estimable lady:—"The Princess Louise wore a short walking dress, tight fitting en suite, I think the folks call it, she being, as the sailors call it, rigged from her kelson to her truck all the same. Her height is about five feet five inches, and she is as perfect in figure as is possible for a lady to be. Although not what I should call pretty, she has a pleasing, well formed face, very intelligent eyes, carries herself exceedingly well, and is without any flattery a noble looking lady. A more quietly dressed, unassuming lady could not possibly be conceived than this Princess. There was no display of jewellery or finery, but everything in excellent taste, with ease and grace to set them off. I wish I were able to give a better description and enter into details,

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12/11/1871
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NOTICE.

all communications intended for insertion in "The Leader," must be to the PROPRIETOR Toronto.

TO CORRESPONDENTS.

insertion in this Journal. Correspondence must be accompanied by the name of the writer.

The Leader.

SATURDAY, OCT. 4, 1871.

INTELLIGENCE.

INQUEST.—An old man in Bengal, died suddenly in Bolton street yesterday. Dr. will hold an inquest upon the

MR. JOHNSON OF THE ALBION. to announce that Mr. proprietor of the Albion Hotel in yesterday after a very short

REVENUE SEIZURE.—We are at District Inspector Ro an illicit distillery yesterday, ship of Arthur, County of Wel

TELEGRAPH OFFICES.—The Monph Company has extended its esley and Phillipsburg, in the Waterloo, Ont. Offices are now at both of these places.

—A match will take place to-ticket Ground, commencing at between the Tecumseth and clubs. Afterwards a match between the first twelve and ten of the Toronto club.

EVENING.—A fire broke out in a stable on the premises of on Charles street, and fire brigade arrived with all the building was commenced before the engines could arrive.

MATCH.—We learn that the Montreal have secured the

TORONTO, GREY & BRUCE RAILWAY.

Nov 4 1871
Formal Opening of the Line and Celebration at Orangeville - Citizens Hall in Commemoration of the Event.

[From Our Own Reporter]

ORANGEVILLE, Nov. 3rd.—The Toronto Grey & Bruce Railway was formally opened to Orangeville yesterday, where an interesting entertainment was given by the President and Directors of the line. An excursion train of ten of the narrow-gauge cars, drawn by the two new locomotives "Toronto" and "Gordon," which were driven by Mr David Weekes and Mr Robt McKean, and were fully decorated with steamers and evergreens, left the Union station a few minutes after nine o'clock, under the conductorship of Mr George Balin. The fine and stirring music of the Queen's Own Band added to the cheerful prospect of the trip. The morning was beautifully fine, and about 400 of the principal residents of Toronto and vicinity, who had received cards of invitation, embarked on board the train bound for Orangeville, all apparently eager for a ride over the narrow-gauge railway. Arriving at Weston Junction, a halt was made to allow of the engines taking water, after receiving which the train again started. At Woodbridge an addition was made to the party. Monro Road and the other stations along the road were decorated with banners and evergreens, and triumphal arches, and the populace were on the various platforms to cheer the party on their journey. The two little locomotives made a gallant run up the Caledon Mountain, from the summit of which a beautiful view of the surrounding country was obtained, without a single hitch. The line at this part is very steep and winds up over the mountain like the trail of a snake, in some places very much resembling the letter S. All on board were highly pleased with the manner in which the engines did their work, in drawing such a heavy load up the hill. The train duly arrived at Orangeville about half-past twelve o'clock; the mass of the villagers were on the platform to meet their visitors, and the station was profusely decorated with triumphal arches and mottoes of welcome. Flags were displayed from all the principal buildings in the village and the streets were arched over with evergreens, presenting a gay appearance. One of the mottoes suspended from an arch bore the inscription "Good bye old stage road."

are railroads (a voice, what about canals?) I have nothing to do with canals to-day. We are here to-day for the purpose of talking about railroads and not about politics, when he proposed "Success to the T. G. and Bruce Railway," let it be drunk heartily. Whenever the interest of that line could be advanced by any aid he could give, he should be most happy to do all he could for it. (Cheers.)

Mr BLAKE said it was generally his lot to follow the last speaker, generally in opposition, but to-day he was pleased to say he could agree with him. They could both agree in drinking the good health of the Legislature. He was as anxious as any member of the Legislature can be, to see railway enterprise prosper. He had been taught, when the subject of narrow-gauge was first broached, that they would bring crime upon the country by advocating a narrow-gauge railway 34 feet wide, but he subsequently found that those who cried out loudest against it were promoters of the broad-gauge. He was pleased, however, to see the present system of railways, it was, and had been proved to be a success. We ought to be proud of what we have done; in attempting to construct a railway as they had done, the promoters had great difficulties to contend with, the people had not forgotten the former failures that had met railway enterprise. It shows an amount of foresight, of which we ought to be proud, when we see the municipalities coming forward and voting their bonuses in the confidence that it would ultimately be for their benefit. He hoped that they should find the same enterprise, not rash enterprise, but cautious enterprise, shown throughout the remainder of the country. There were certain portions which railways would greatly benefit, whereas there were other parts on which a railway would be only thrown away. His friend on the right had compared the village of Orangeville to coalition. He thought they had set aside that question for a few weeks. He would leave it to him to say when that day should be, when it should recommence.

The Hon J. H. CAMERON alluded to the position he held in Parliament. He was not like his honourable friends the last two speakers—they were opposite to each other in politics. (A voice—"Take both sides.") The gentleman that has just spoken knows very little of my political career or he would not say that. (Loud cheers.) No one can say that during the twenty-five years that I have been a representative in Parliament, that I ever wavered from the one side. He went on to allude at some length to the difficulty in times past of travel, whereas now we could cross the continent of America in six days. Within a very short time we shall have the Canada Pacific Railway running across our lands. We shall be able to set our feet in a car in Hamilton on Monday morning, and on Saturday in an hotel in San Francisco. He hoped that some day or other, when

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to be played the first two Toronto Club, and will arrive by next Saturday, upon which the match will come off.

ROYAL LYCEUM—This afternoon and evening, the Coleman sisters make their last appearance—the bill for the matinee comprising the drama of "The Maid of Croissey" and a musical melange. In the evening the drama of "The Cross of Gold"—musical melange "Nan the Good for Nothing," and the drama of "The Snow Bird." Remember the prices this afternoon are reduced to 25 cents to all parts of the house, and 15 cents for children. On Monday, the favourite artistes Miss Annie Waite and W. H. Lake.

GREAT PIGEON SHOOTING TOURNAMENT—We call the attention of our sporting friends to the fact that the entries for the Champion Cup, Gold Medal, massive solid gold Albert Watch chain for members of the Press, and other prizes, will close on Monday evening at 6 o'clock, sharp, at J. Ward's, the Dog and Gun, Yonge street, where pools will be sold by S. D. Page and on the ground during the meeting. Shooting will commence at 10 o'clock, sharp, on Tuesday morning, the 7th inst., on the new race-course, just past the Asylum, Queen street west, and as the location is not two minutes' walk from the terminus of the Street Railway, no doubt there will be a large attendance to witness the competition between the crack shots of the Dominion, most of whom have already entered.

LEGAL INTELLIGENCE.

CHANCERY CHAMBERS.

Before Mr. T. W. Taylor.

OSGOODE HALL, Nov. 3.

RIDOUT v. DENNIS—Messrs. Patterson, Beatty & Hamilton move on notice for a resale of the property, or that the purchasers do pay up the balance of their purchase money. Mr. Ince for the purchaser. Order made.

GORE v. BURNHAM—Mr. Crickmore moves for a final order for foreclosure. The plaintiff having been in possession an order for a new day was granted.

ORTIM v. ELLIS—Mr. Cassells moves for an order for a writ of assistance to recover possession of the property in question. Motion to be renewed.

Re MULHOLLAND—Mr. A. Hoskin moves to dismiss the petition in a quieting title's matter. Mr. Bain obtains an enlargement for a week to speak to a point before V. C. Strong.

KERR v. WORTS—Order by consent for sale of property. Mr. J. Bain, Mr. Lash and Mr. C. Moss.

SCOTT v. BURNHAM—Mr. W. A. Foster asks an enlargement. Messrs. Crooks, Kingsmill & Cattaach—object Enlargement granted.

BELL v. CHAMBERLAIN—Messrs. Morrison & Wells move on notice for a better affidavit on production, the defendant in a redemption suit not having produced the mortgage. Messrs. Harrison, Oster & Moss shewed cause. Judgment reserved.

COMMON LAW CHAMBERS.

Before Mr. Dalton, Q. C.

DYER v. LEONARD—Messrs. Harrison, Ostler & Moss moved for a summons to examine the defendant. Granted.

WHITE v. THOMPSON—Mr. John McBride moves absolute a summons to stay proceedings on an execution. Messrs. Miller & Miller shewed cause. Order made.

POLICE COURT.

Mr. A. MacNabb, P. M., presiding.

FRIDAY, Nov. 3.

DRUNK—DISORDERLY.

Richard Sides, a respectable-looking man from the country was fined \$1 or 10 days in jail.

Winifred Giles, was discharged on account of being drunk, but was arrested on an old warrant.

Mary Wood was charged with being

of the Queen's Own marched through the village of Orangeville playing lively airs, and followed by the whole company to the Drill Shed, where a brilliant entertainment had been provided for them by the well known caterer Mrs. Webb, of Yonge street, Toronto. The splendid appearance of the tables, which were laid out to seat about 500 guests, must have somewhat surprised the good people of Orangeville as well as the visitors. Every thing that could possibly be done for the entertainment of the visitors was done. The Drill Shed was tastefully decorated with banners, streamlets and evergreens—the walls were draped with festoons of bunting, and mottoes bearing the names of "Gordon," "Laidlaw," "McMurrich" and "Wragge." The company numbering over 500 sat down to dinner, and did justice to the good things provided, their appetites being appeased by their trip over the Caledon Hills. The chair was occupied by Mr. John Gordon, President of the Toronto, Grey and Bruce Railway; on his left were the Hon. J. S. Macdonald, Judge Galt and Judge Duggan; and on his left Mr. E. B. Blake, the Hon. J. Carling, the Hon. J. H. Cameron, and Mr. McCarthy, reeve of Orangeville.

The vice chairs were occupied by the Hon. J. McMurrich, Messrs. W. F. McMaster, Aldermen Dick, John Morrison, William Ramsay, Medcalf and Jno Macnabb.

Amongst others present we also noticed: Messrs. E. Wragge, general manager of the Toronto, Grey and Bruce Railway; W. Orr, traffic superintendent; C. J. Moberly, chief engineer Northern Railway Company; John Shedden, President of the Toronto and Nipissing Railway; Geo. Lowe Reid, chief engineer Great Western Railway; A. Crooks, M. P. P. A. R. McMaster, W. Elliott, President of the Board of Trade, Capt. G. H. Wyatt, A. Boulton, M. P. P. W. H. Howland, President of the Toronto Corn Exchange, Aldermen Dickey, Turner, A. R. Riddell, F. Riddell, Moffatt, Hynes, Moulds, Adamson and Howson, Toronto. Messrs. W. S. Taylor, Secretary Toronto Grey & Bruce Railway, Joseph Priestman, J. G. Worts, Thomas Hamilton, Secretary N. R. Co., Col. R. L. Denison, F. C. Capreol, A. W. Lauder, W. Arthur, G. F. Frankland, J. D'Arcy Boulton, D. Walker, P. D. Conger, N. G. Bigelow, J. B. Smith, Jas. Michie, Major Fubloye, Deputy Minister of Militia, J. Rankin, Montreal, J. Carling, London, Lt. Col. Gillmor, Toronto, Geo. Duggan, Q. C., J. C. Fitch, J. G. Conlin, Secretary of the Credit Valley Railroad, W. H. Beatty, Solicitor T. G. & B. Railway, Hugh Miller, W. G. Cassells, John Davies, Larratt Smith, A. T. Fulton, W. S. Lee, Dr. Thorburn, P. S. Stevenson, G. T. R. D. B. Read, Q. C., C. H. Greene, J. Graham, T. & N. J. Taylor, H. U. Layton, R. Jaffray, J. Young, D. S. Keith, H. J. Boulton, J. J. Vickers, J. Kay, C. Lindsay, J. A. Donaldson, A. M. Smith, T. Paxton, M. P. P., G. Perry, M. P. P., Noah Piper, J. Fiskens, Rev. Horace Cocks, England, S. Spreull, W. D. Mason, —Innes, Guelph Mercury, J. McFarland, and H. J. Rose, Toronto. Messrs. Henry Abell, Alfred Roe, Frederick Roe, Captain Wallace, and James Thompson, Woodbridge; Messrs. Greene and Callaghan, Arthur; Messrs. Micklejohn, Chambers, Preston, Young, Taylor and Clapp, Harrison; Messrs. R. Kilgour, Sr., Coyne and Crawford, Mount Forest; Messrs. John Shields, Seth Wilson, L. R. Bolton, John Gardhouse, J. N. Bolton, J. F. Warbrick, W. Wyatt and —Jaffray, Bolton; John Corbet, Orangeville; L. H. McKittrick, Benjamin Fountain, John Flecher, J. S. Fead, P. M. Barker, F. Mohr, Advertiser; A. McGowan, Robert McKewen, F. Irwin, Joseph Patullo, J. Withers, and J. Eastman, Orangeville.

Mr. W. K. Muir, General Manager of the Great Western Railway, accompanied the party on the train to Orangeville, but owing to press of business could not remain to dinner, and returned to Toronto by the first train.

The dinner over

The PRESIDENT in very appropriate terms proposed the toast of the "Queen and the Royal Family."

The toast was drunk amid loud cheers, the band playing the National Anthem.

The PRESIDENT said the next toast he had to propose was that of the "Governor

(Cheers.)

Capt. McMASTER in appropriate terms proposed "The Members of the Bar," coupling with it the name of Justice Galt.

Judge GALT briefly replied, thanking those present for the honour done.

Mr. ADAM CROOKS also returned thanks.

Mr. J. G. WORTS said a toast had been entrusted to him, and he was sorry it had not been given to a better man. He had to propose the "Railway interests of Canada." This was a subject which should not require merely a quarter or half an hour to speak on but hours. He alluded to the difficulty of travel some years ago, and the advantages of the railways at the present time. A great deal had been said about the Grand Trunk management, but what would they do without it? He had had occasion to do a considerable amount of business with the Grand Trunk Railway and he never as yet had to claim a single cent from them as compensation. He believed that narrow gauge railways were the railways required for Canada. They had a ride over the narrow gauge this morning and he was sure all those present were satisfied with its working. They had seen how they had traversed the hills of the Caledon Mountains, and with what result. There were yet other narrow gauge railways required in Ontario and he trusted that they would some day have them. He would conclude by calling upon those present to drink to the "Railway interests of Canada," coupling with it the "Great Western Railway."

Mr. F. C. CAPREOL also spoke at some length on the railway interests of Canada.

Mr. P. S. STEVENSON said, he felt great pleasure in acknowledging the compliment paid to the Grand Trunk Railway.

The Hon. JOHN CARLING said he could not allow the toast to pass without passing a few remarks. He alluded to the projected railways which are about to be built, with all these roads in prospect we have reason to be proud of the progress of our country, and instead of allowing our countrymen to leave for the States, we will bring them among us. He did not believe there was a single county in the Province, but was now agitating for a railway through their country, and all he had to say to them was that if they wanted railways they must vote their bonuses, and they would get the roads. He paid a high compliment to the management of the Great Western Railway, and regretted that Mr. Muir was not present amongst them to-day.

Mr. MOBERLY of the Northern Railway Company being loudly called for briefly responded on behalf of the officials of that line.

Ald. DICKEY being called on, said the success and the result of the Toronto, Grey and Bruce Railway was due in a great measure to the municipalities and townships through which the line passes for their support. He hoped that the municipalities between Mount Forest and Kincardine, through which the line was proposed to be continued would do as their friends on the present constructed line had done, and they would have their line laid. He with a very appropriate introduction called upon the company present to drink the toast of "The municipalities of the townships through which the Toronto, Grey and Bruce Railway passes and through which it is about to pass."

Mr. CHISHOLM, reeve of Owen Sound, Mr. MCCARTHY, reeve of Orangeville, and Mr. GIBSON, deputy reeve, briefly returned thanks.

Ald. MEDCALF made a very appropriate speech, in the course of which he was loudly applauded, in replying on behalf of the Corporation of Toronto.

Mr. MCCONNELL, Reeve of Minto, Mr. McGibbon, Reeve of Culross, Mr. McManus, M. P. P., Reeve of Mono, and Mr. Fisher, Reeve of Turnbury, also replied on behalf of the municipalities of which they were representatives.

Mr. THOMPSON, of Toronto, proposed "Success to the narrow-gauge railways of Canada, viz., the Toronto, Grey and Bruce, and the Toronto and Nipissing Railways."

The PRESIDENT of the Toronto, Grey & Bruce Railway in a very neat speech returned thanks. He said he had received a telegram from Mr. George Laidlaw station-

ed before to railways, and he was glad to see him. Then, after a minute, Brigham eloquently said: "God is in courts as well as in armies. There will be more of David would appear upon his great square mouth and jaw, and said: 'I shall obey the summons.' time he dismounted from his buggy the little old squalid stone stable the United States Court meets, chime creaky outside stairs, and at his venerable appearance the whole court consciously arose, bar and audience was the overshadowing presence the when he answered 'not guilty,' McKean's elocution flew out of his and he forgot temporarily to be dre

CURIOUS FACTS.

Toads are not the only animals have the power of living for a considerable time without nourishment and communication with the external air. Two worms were found in Spain in the middle of a block of marble which a sculptor was carving into a lion for the royal fountains. These worms occupied two small cavities to which there was no inlet that possibly admit the air. They subsisted probably, on the marble, as they were of the same colour. This fact was verified by Captain Ulloa, a famous Spaniard accompanied the French Academics on their voyage of Peru for the purpose of ascertaining the figure of the earth. He asserts that he saw these two worms in a piece of wood in the hold of a ship at Plymouth. The wood had no external mark of any aperture. We read in the *Affiches de Province*, June 1772, that a ladder was found alive in the centre of a block of marble thirty feet in diameter. It was folded nine times round in a line, it was incapable of supporting, and died a few minutes after. Upon examining the stone, not the smallest hole was to be found by which it could glide in or received air. Mission, in travels through Italy, mentions a cray that was found alive in the midst of a block of marble in the environs of Tivoli. Peyssonnel, king's physician at Guadalupe, having ordered a pit to be dug at the house, was told by the workmen that live frogs were found by them in bed of petrification. Mr. Peyssonnel, suspecting decay, descended into the pit, dug the rock and petrifactions, and drew out green frogs, which were alive, and exactly similar to what we see every day.

The "Pilgrim's Progress" has been translated into Chinese, and one of the illustrations represents Christian with a pigtail. Garibaldi, having invested his money in Italian bonds, their decline has rendered him unable to pay a mortgage on Caprera home, and it will have to be sold.

FINANCIAL & COMMERCIAL.

LEADER OFFICE, Nov. 3, 1871.

We had a very quiet market. There was a large attendance on 'Change, the greater portion of members having gone to Orangeville to attend the opening of the Toronto, Grey and Bruce Railway. Business was dull and inactive. No transactions whatever occurred. No 2 white wheat was offered at \$1 20, with \$1 18 bid and refused. Liverpool, declined 2d. stg. per cent. on wheat, and advanced 4d. per q. on barley. Montreal and the western markets dull and lower. Oswego showing a falling of 500 bbls.

FLOUR—Inactive, in the absence of sales nominally unchanged. No sales reported. Receipts per 1000 bbls.

WHEAT—Dull and lower, buyers holding off easier terms. No 2 white was offered at \$1 20, with \$1 18 bid and refused. No sales reported. Receipts per rail 3,156 bbls.; street market supply 25 load. Soules and Delhi \$1 20; 21 st. Treadwell \$1 20; 21 st. spring \$1 20, and exceptionally \$1 21, showing a falling off of 10c per bush.

OATS—Quiet and unchanged. Street supply small.

FRIDAY, NOV. 1

DISORDERLY.

A respectable-looking man was fined \$1 or 10 days for being drunk on account of his being on an old

was charged with being drunk. He was fined \$20 or 10 days

an old offender was being very disorderly and was fined \$3 or 30 days

and James Fisher, two who conducted themselves in a disorderly manner on Queen were fined \$3 or 30 days

FIGHTING.

and John Shelton, two boys with the above offence, pleaded that he was the other boy was so big of lat him. He was dis-

WOOD PAVEMENT CO.

gave judgment in this case. He said there was of the by-law in having so of inflammable matter the principal parts of the impose a fine of \$5 and also be with the force of

BAR RAINFALL.

OR OF THE LEADER.

weather which character- part of the present year rough October. Our obser- ws only 1.185 inches, and October during the past 29 iches. Scarcity of water y felt; our lake, and in large rivers on the North nt are extremely low, and ight of the past season has e cause of the great fires correctness of my predic- ER a year ago, that 1871 r, requires no further con

ture the following predic- ainfall about an average ches at Toronto. Wind- quent than the past year, Toronto during which the at 30 miles per hour or

it is not so certain as the m probable to exceed his imate.

ruly yours,

OMICRON.

THE OTHER SIDE.

The PRESIDENT in very appropriate terms proposed the toast of the Queen and the Royal Family.

The toast was drunk amid loud cheers the band playing the National Anthem.

The PRESIDENT said the next toast he had to propose was that of the "Governor General of Canada," which, he was sure, would be received in the same manner as the last.

The toast was loyally responded to.

The Vice-Chairman, the Hon J Mc-McCORMICK, being called on to give the next toast, gave the "Army and Navy," with a few appropriate remarks.

The toast was drunk with enthusiasm.

Capt McMASTER very appropriately replied on the part of the Navy.

LT Col GILLMOR and LT Col CURRIE also responded.

The PRESIDENT next proposed the toast of the "Parliament of the Dominion and the Legislature of Ontario."

The toast was drunk amid great enthusiasm, the Hon J H Cameron, Mr Blake and the Hon J S Macdonald being loudly called on to respond.

The Hon J H CAMERON said he considered that the representatives of the Local Parliament should be called upon first.

The Hon J S MACDONALD said that he was proud of the honour which had been done him. The gathering to-day was no doubt the result of proceedings in the Local Legislature in 1867. Those who took part in the struggle would well recollect the difficulties they had to contend with. Nothing had given him greater pleasure during his political career than the meeting which he was present at to-day, to celebrate the Toronto, Grey & Bruce Railway. There was one unanimous feeling throughout the country that the best feeders and supporters of the old broad-gauges were the narrow-gauge railways. He was pleased to see the pleasant countenances of those around him; he was sure they were pleased that they could now, within a few hours, reach the Great Western and and Grand Trunk Railways, and by them the frontier. Look at the confederation to-day, and see how happy and contented the people of Ontario were to-day. He remembered the time when Mr. John Dunn could not raise a dollar upon the credit of Ontario, now what was their prospect, they had no bonds to pay, they were out of debt. The Reeves and Deputy Reeves of townships had willingly given bonds in aid of these railways, and he was sure they did not regret it. I have a word or two more to say before I sit down, this is a coalition meeting, I think. (Cheers and laughter.) I am not going to allude to this odious term; it is only used in politics. My politics to-day

representatives.

Mr THOMPSON, of Toronto, proposed "Success to the narrow gauge railways of Canada, viz, the Toronto, Grey and Bruce, and the Toronto and Nipissing Railways."

The PRESIDENT of the Toronto, Grey & Bruce Railway in a very neat speech returned thanks. He said he had received a telegram from Mr George Laidlaw stating that on account of his labours in Halton, in connection with the Credit Valley Rail-way, he was unable to be present on this occasion and wishing them an enjoyable day. The speaker regretted very much the absence of Mr Laidlaw, as he was the principal promoter of narrow-gauge railways.

The proceedings were brought to a close by the band playing "God Save the Queen."

The company who did not remain over to the ball then left for the east and west, all thoroughly satisfied with their day's excursion.

THE BALL.

A grand ball, given by the citizens of Orangeville in commemoration of the opening of the railway, is now taking place in the Drill Shed, to music supplied by the band of the Queen's Own Rifles. There is a very large and fashionable audience present, and all are doing their best to make the event one which will be remembered for some years to come by those who were so fortunate as to be present. About seven o'clock a special train arrived from Toronto, and another from Arthur, bringing a number of ladies and gentlemen invited especially to the ball, which is under the patronage of Mrs McCarthy, Mrs Wheelock, Mrs Whitters, Mrs Scott and Mrs Pattullo, of Orangeville. Mr H C Deane, the Secretary, and Mr C B Jackson, the master of ceremonies, are indefatigable in their efforts to entertain the company. A supper will be provided at 12 o'clock by Mrs Webb of Toronto. It is expected that the dancing will be kept up until daylight, when the company from Toronto will return home by train, arriving at their destination about 10 o'clock.

Young ladies seem to be forgetting that it is neither very good manners nor very good policy to invite a gentleman to call the same evening she is introduced to him. Worthless fruit fails easiest.

Saturday night, after having been tabooed for calls for goodness knows how long, has suddenly been adopted as reception night by many of our ultra fashionables. Sweet are the uses of adversity.

Most of our society girls want the gentle men friends to understand that when they call on them they must come before nine and leave before ten. The girls declare, very sensibly, that they're out late most nights, and when they do stay at home they want to get a chance to sleep a little.

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