

PIES TWO CENTS;  
DOLLARS PER AN.

HOLE NO. 6799.

### CITY NEWS.

**TERIM SESSIONS.**—There was no sitting of the Court yesterday, owing to the proxy of the winter Assizes, which open on day next.

The direct attention to the advertisement Messrs. Mackenzie and Mackay, of Hamilton, announcing that another cargo of Cape is expected in a few days, and the sale of tickets for Santley's concert commence this morning at ten o'clock, the music store of A. & S. Nordheimer, being the only concert the troupe will give in Canada, it will be necessary to go early in order to secure good seats.

**POLICE NEWS.**—There were not half-a-dozen prisoners in the stations last night. One of them, a man named Thomas Smith, was arrested on a warrant for committing an assault of a peculiar and aggravated description, on Henry Burrows. The other cases are the ordinary characters.

**REMOVE THAT CARCASS.**—Yesterday morning a dead dog of the brown water-spaniel species was observed lying on Elizabeth street, near Louis. Shortly afterwards some person took it into a house in the vicinity, removed the skin, and then threw the carcass out again into the street, where it remained at a late hour yesterday.

**BROUGHT TO TIME.**—About Christmas a young man, pretty well known in the city, went into a tailoring establishment on King street and left an order for a coat and a pair of trousers to be made for him. On the Saturday evening before New Year's Day he called for the clothing, and instead of cash gave the tailor a cheque in payment of the price, \$20. The cheque was written on one of the Ontario Bank forms, and was signed with the name of the young man in question, and that of another young man well known in the sporting circles, whom the purchaser of the clothing represented as being a co-partner with him in a certain business in which he stated they were engaged in the city. The tailor received the cheque somewhat doubtingly, and taking it on Tuesday morning last to the Bank in order to have it cashed, received the answer "no funds." The tailor remembering that his customer had told him that his partner was then out of town, and fearing that the customer could probably also take his departure, communicated the above facts to the police. The young man, ascertaining that he was "wanted" went to the tailor and made everything right with him, but this did not

have not been changed. William street has been changed to Simcoe street; but the old numbers still remain although the new ones must now number from the Bay. The recently built houses have no numbers at all and the same may be said of Grenville street, Hayden street, and in fact of all the streets in that locality.

I am, &c.,

CITIZEN.

### THE NARROW-GAUGE RAILWAY.

(To the Editor of the Globe.)

SIR,—As I have made my first shipment of cattle over the narrow-gauge from Orangeville, I wish to let the enemies and cavillers against the narrow-gauge know how it works. A great many are afraid that it will not meet the wants of the country, but I am of a different opinion, in fact, I have good reason to believe that the community will be better satisfied with it than they would be with a wide-gauge for local traffic. I shipped seven loads of cattle from Orangeville to Toronto last Saturday. There were ten head in each car. The capacity of the cars are 12,000 lbs., and they are constructed on a very good principle, the doors opening out and not sliding apart as the G. T. R.'s and G. W. R.'s cattle cars. I know every cattle dealer, especially in winter, will appreciate this arrangement, as it is most an hour's work to get the sliding doors open. I really was astonished with what facility the little engine could ascend some very steep grades with ten loaded cars. I would also say the rates of freight are about as cheap as on any other line, and I think a little more so, considering the accommodation and distance. I hope the cattle dealers will feel it not only a duty, but a privilege to support and encourage this road as much as possible. The rates at present are \$7.50 per car from Orangeville to Toronto, a distance of 50 miles.

ARCH. SPEERS,  
Cattle Dealer, Norval.

### IMPROVEMENT OF THE CANALS.

(To the Editor of The Globe.)

SIR,—I propose in this communication to lay before your readers a statement of the condition of the navigation of the St. Lawrence and its canals between Montreal and Kingston, and offer some suggestions with a view to its improvement.

I may say, by way of preface, that the great want of the country is the deepening of all the canals to a depth of twelve or thirteen feet; but as years must elapse before that can be accomplished, there are, in the meantime, many improvements urgently required, to make the present (supposed) depth of nine feet uniform throughout the St. Lawrence canals, and their entrances from the river.

Before entering on this subject, I should say that strong representations should be made regarding the want of dock room and sheds for the accommodation of steamers from the West discharging and loading in the canal basin at Montreal. The present accommodation was very inadequate five



engine universally agreed to after due reflection and mature consideration of persons adequately competent to decide on the mode of construction would put an end to the exercise of fertility of talent for improvement on the part of engineers and technical workmen; but rather that, with the knowledge and experience already gained by them of the requirements of the present day, they would be perfectly able to construct one or more of such model locomotives, which, if demanded, might be made to run on trial on the different lines to see that they answered before the definitive order be given. At the next meeting of the technical officials of the Union of German Railway Managements these models would, of course, come under discussion, the defects be brought to light, and the alterations for their improvement suggested.

A debate on the proposal then ensued, in which several of the members present took part. Herr Hartwich pointed out that it was just in consequence of the continual alterations and improvements in the construction of rails, engines, carriages and wagons that they had all been brought to their present degree of perfection without becoming dearer, and he was decidedly of opinion that it would be going too far, and have the effect of shutting out further progress were they to introduce the principle of normal uniformity; besides which he did not believe that the makers would sell them the least cheaper.

The Chairman remarked that for a long time past the influence of the government had been directed toward a simplification and greater uniformity in the working of railways, but without excluding further improvements by insisting on normal models; and it was only quite lately that a similar decision was taken with reference to goods wagons. It would be quite enough to lay down some general fundamental principles and revise them from time to time. There was no doubt a remarkable and very apparent tendency since 1837 to construct locomotives on one model, more particularly in the endeavor to employ to the very utmost the whole weight and power of the engines, as manifested in the system of coupling locomotives for all descriptions of trains.

Herr Stahlberg and Herr Hennig both strongly objected to the proposed system of normal engines, the former adding that he considered it a theoretical proposition that would be difficult, if not impossible, to carry out in practice.

Herr Schwartzkopf was in favor of the idea, and confessed he could see no reason to fear any diminution of mechanical improvement and invention from the introduction of a normal locomotive; but he was of opinion that the first step should be to agitate for uniformity of the axle-trees and wheels, which might be brought about by an agreement between the leading railway companies and the directors of the principal factories, so that it might be possible to get the engines cheaper, and they would then be able to run on all the railways, and thus prevent the dearth that was so generally complained of lately on all the German lines, and nowhere more so than in Alsace-Lorraine, where the local railway traffic was for the time nearly annihilated.

Herr Borsig, the head of the great factory at Berlin for making locomotives, was partly inclined to take this view of the case, and admitted the possibility of constructing the engines at a cheaper rate; but still he believed that progress and improvement would not be increased but rather checked by such a measure as the one proposed.

Several members supported the view that uniformity in their park of wagons would be infinitely more useful and advantageous than uniformity of construction in the locomotives, as the latter were only intended for the special use of particular railways or sections; whereas, were the wheels and axles of their carriages and wagons made on one model, and of the same pattern, weight and dimensions, they could run over the whole network of German railways. Above all things, however, the first thing to do was to ascertain the wishes and suggestions of the makers themselves with regard to a uniformity in the construction of locomotives.

In closing the discussion, and before proceeding to the consideration of the next subject on the list, the Chairman observed, with reference to a remark that had been made by one of the speakers, that the reason for the great scarcity of engines on the railways in Alsace-Lorraine was not owing to a want of normal regulations, but that the great factories had so many pressing orders for new engines on their hands that they were unable to execute them all at once, and therefore delivered them over in the chronological order in which the contracts were signed.—*London Railway News.*

#### The Draw-Span of the Davenport Bridge.

The great draw-span of the new bridge over the Mississippi at this point was circled or turned for the first time at noon yesterday. It is the longest draw-bridge on the Mississippi, and the heaviest in America, if not in the world. Yet ten men pulled it round quite easily, with the aid of a single pulley, heavily loaded with lumber from end to end though it was. Such of our readers as have not had an opportunity of examining this great work will be interested in a description of it, although no description can convey an idea of its tremendous strength. The draw-span as it stands is a Whipple truss inverted; that is to say that its top chord is in tension and its bottom chord is in compression, which is exactly the reverse of the style of the fixed spans of the bridge. The whole strain of the draw-truss is carried right to the center from the ends, while in the fixed spans the strain is transmitted from the bottom of the posts up to the tie-bars to the ends, throwing the top chord into compression. The draw is, in exact figures, three hundred and sixty-six feet and one quarter of an inch in length, the panels being 17 feet 2 inches in length and the posts 46 in number. The posts, to be particular, are connected by top and bottom chords, top and bottom struts and diagonal lateral bracing. The weight of the iron in the span, exclusive of the turntable, is 871,784 pounds, or about 436 tons.

The turn-table is a new invention of C. Shaler Smith,

President and Chief Engineer of the Baltimore Bridge Company, and this is its first application. It differs materially from any other work of the kind. In describing it, we will commence with the bed-circle itself, resting on the center or pivot pier. The circle is 32 feet in diameter, and is composed of six segments, each 8 inches deep by 13 inches wide, and weighing six tons—36 tons for the circle. The top surface is beveled, the inner side of the surface being highest. On this bed-circle are mounted 36 heavy cast-iron wheels, 2 feet 6 inches in diameter, with a 12-inch face; through the center of each wheel is placed an adjustable tie-rod, which runs to the center-pin as a radial bar; the wheels are also spaced at correct relative distances by an inner and outer set of distance-plates, which, with the radial rods, regulate the distance and travel of each wheel in the circle. The wheels are cast, turned and faced up to a bevel exactly corresponding to the bevel surface of the lower bed castings, but placed with their greatest diameter on the outer side of the bed-circle, thus giving to each wheel an enlarged circumference to travel on the increased circumference of the outer side of the bed-circle over the circumference of the inner side. Thus each wheel, from its formation and the formation of the bed on which it moves, naturally tends to travel in a segment of the circle, and by avoiding the tendency which square-faced wheels have to travel in right lines or on a tangent escapes any severe tension on the center of the radial rods, consequently avoids the severe friction which would otherwise be inevitable. On the wheels above described is mounted a rotary table formed in six segments, averaging five tons each, and five feet in depth, which are accurately fitted together at their joints, and secured by heavy keys and bolts, forming a circle as correct and solid as though cast in one immense piece.

On the exact radial center of the masonry is mounted a huge center-pin bearing, two feet eight inches high, with a base four feet in diameter. Across the top of this and bolted into the inner surface of the rotary table are two cast struts or cross beams of immense weight (averaging six tons each) and great strength, which render the office of transmitting to the center-pin bearing and the rotary bed their correct relative proportions of the ponderous weight brought upon this strut by the main center post of the superstructure, the main posts being mounted upon heavy cast-iron shoes seated upon the center-pin and taking hold of the rotary table, there also radiate from the center-pin bearing and from the center of the main girder numerous struts and tension-rods of wrought iron, which serve the purpose of keeping at all times the rotary bed in correct tram or perfect circle from the fixed center. The exact weight of this turntable, exclusive of the power spoken of below, is 205,416 pounds—almost 103 tons.

The rotary power which is to turn this great draw-bridge has rather a novel method of application, as any one can see.

Immediately over the center portal arch will be placed a reservoir of wrought iron, to contain about three barrels of pure glycerine, which will flow down through tubing into four hydraulic pumps, which will be worked by a steam engine placed on a level with the railroad deck and will be forced by the pumps into two huge "rams" or "jacks" placed on each side of the span at the center posts. From the plunger of each "jack" will be led a wire cable  $\frac{1}{2}$  inch in diameter, so arranged that as the plunger of the "ram" on one side of the span is ascending and shortening the cable lead on his side, the other "ram" will be descending and passing out or lengthening his cable—and as one "jack" shortens the cable attached to it, he draws himself, and consequently the side of the span toward the point where the other end of his cable is permanently made fast in the solid masonry of the pivot pier; and at the same time the other "ram" passing out or giving line on his side of the truss permits the span to rotate in accordance with the pull of the other "ram," and is prepared at a moment's notice to act as a brake, and entirely check the span, or to cause it to turn in an opposite direction.

Either "jack" can pull, and either one can hold back, as the supply and discharge of pipes at the top and bottom of each "jack" are arranged with a view to make them act as reciprocators.

No fluid is lost by working, further than by leakages at joints and valves; while the hydraulic pumps are intended to be worked by steam power, they are also arranged for being worked by "hand power," in case of necessity.

The rotary power of this draw has been designed with an especial view to perfect simplicity and durability, and avoidance of use of gearing of any kind; nor is there anything new or scientific in the plans adopted.

The rotary power and table cost the Baltimore Bridge Company, in a special contract with G. B. Allen & Co., of St. Louis, the sum of \$18,000.

The draw span was swung to place last night to admit of its load of heavy falsework being carried on to span No. 5 for erection there, ready for the iron men when No. 4 is finished. Considerable small fitting up of machinery on the draw and on masonry at the abutment yet remains to be done before the span and masonry are a perfect finish.—*Davenport Gazette, Jan. 25.*

#### Canada Midland.

Mr. Shanley has the contract for the extension of the Midland Railway from Orillia to Mundy's Bay, the terminus of the line, on the Georgian Bay. The section between Beaverton and Orillia is to be pushed forward to completion by the middle of the coming summer.

#### Toronto & Muskoka.

This branch of the Northern Railway of Canada was opened last December from Barrie northward to Orillia, 22 miles, and is to be completed to Washago, 11 miles further, by July.

#### Toronto, Grey & Bruce.

A contract for the section of this line between Gorrie and Wroter station has been awarded to Messrs. McKenzie & Co.

## General Railroad News.

### CHICAGO RAILROAD NEWS.

#### Chicago, Burlington & Quincy.

This company is rapidly laying track on the Prophetstown extension, and this section of the road will be finished to Clinton within a few weeks.

#### The Japs on their Travels.

The Japanese ambassadors arrived in Chicago over the above road by special train on Monday afternoon, and were received in due form by the Mayor and a large committee of prominent citizens. The Japs rode around the city on Tuesday, and on Tuesday evening left for Washington in a magnificent special train over the Pittsburgh & Fort Wayne road. The arrangements for the comfort and convenience of the visitors could not be improved. The train was under the special superintendence and direction of Mr. W. C. Cleland, Assistant General Passenger Agent.

#### Lake Shore & Michigan Southern.

The business of this railroad was never better than at present. There are from 13 to 14 freight trains from this city every day. A large amount of building material is brought into the city by way of this road. Nearly or quite all the Cleveland building stone, of which large quantities are being used and to be used, in rebuilding the city, come over it. The new passenger depot building for the Michigan Southern and the Chicago, Rock Island & Pacific companies is to be constructed of the Cleveland sandstone.

#### Pullman Palace Car Company.

No person has yet been selected to fill the place of Mr. Hughitt, late Superintendent of this company and now Superintendent of the Chicago & Northwestern Railway. Mr. Pullman himself has been absent from the city for several weeks and has just returned. Mr. Hughitt's successor will probably be appointed within a short time.

#### Chicago & Alton.

Mr. J. C. McMullin, General Superintendent of the Chicago & Alton Railroad, has just returned from spending several days on the line of the road. He reports the Mississippi River all right now, both at St. Louis and at Louisiana. The river is open at both points. At Louisiana the ice was about sixteen inches thick, an amount said to be unprecedented at that place, so far as is known. For several weeks past the river at Louisiana has been crossed upon the ice, passengers and light freight being transferred in that mode. Owing to the lack of bridges, both at St. Louis and at Louisiana, this company has labored under great difficulties and drawbacks during the winter. It is believed that these are at an end now.

This company has declared the usual 5 per cent. semi-annual dividend, which is payable March 6, in New York at the office of M. K. Jesup & Co. The transfer books will be reopened on the 7th.

The leaving and arriving times of trains at Chicago are as follows, according to the latest time table:

	LEAVE.	ARRIVE.
St. Louis & Springfield Express, via Main Line.	8:15 a. m.	8:00 p. m.
Kansas City Fast Express, via Jacksonville, Ill., and Louisiana, Mo.	8:15 a. m.	8:00 p. m.
Wenona, Lacon & Washington Express (Western Division).	4:10 p. m.	8:00 p. m.
Joliet & Dwight Accommodation.	4:10 p. m.	9:40 a. m.
St. Louis & Springfield Lightning Express, via Main Line, and also via Jacksonville Division.	9:00 p. m.	7:15 a. m.
Kansas City Express, via Jacksonville, Ill., and Louisiana, Mo.	9:00 p. m.	7:15 a. m.

\* Except Sunday.

† Daily, via Main Line, and daily, except Saturday, via Jacksonville Division.

‡ Daily, via Main Line, and daily, except Monday, via Jacksonville Division.

§ Except Saturday.

¶ Except Monday.

#### Personal.

Mr. John C. Gault, since his resignation of the position of General Superintendent of the Chicago & Northwestern Railway, has been absent in New York. On Monday last he was in Boston. He is expected back on Thursday to formally deliver up on the first of March to his successor the insignia of his office.

#### La Salle & Chicago.

A citizens' meeting was held in this city last week to protest against the proposed granting of the right of way to enter the city to the La Salle & Chicago Railway Company. From the report of the meeting it appeared that the citizens hardly knew what they wanted to do, except to oppose, to the best of their ability, the acquisition by the company of the right of way.

#### The Lake Front Tracks.

There is an almost unbroken procession of teams, engaged in hauling off debris to the lake front, continually passing along Wabash avenue and other prominent streets. It is quite possible that the lake front will be filled clear out to the Illinois Central breakwater from Park row north to where the Illinois Central Company has already filled out beyond that point. Before the leaves shall fall in the autumn the Illinois Central Railroad track will no longer pass over any portion of Lake Michigan, but will be as much on terra firma as any other road entering the city; and there is little doubt but that in less than 12 months the whole front will be devoted to dockage purposes, and the breakwater, which used to be a terror to lake seamen in northeast storms, will be transformed into a dock front where vessels will lie in security, protected by the outer breakwater which the general government is constructing, and which is so far done as to protect the Illinois Central breakwater, throughout a great part of its extent.

#### Growth of a Chicago Banking House.

Jacob R. Shipherd & Co., whose banking house was established in Chicago some years ago, soon found it necessary to open another in New York, and have lately







Mail 25 May 72

## THE WEEKLY MAIL

Is published every Thursday morning in time for the English mail (second edition on Friday) and despatched by first train and express to all parts of the Dominion at a price \$3.00 a year.

Advertisements for casual insertions are charged at the rate of fifteen cents per line; contract rates by the week made known on application. Condensed advertisements are inserted at the rate of thirty cents for twenty words, and three cents for each additional word.

THE WEEKLY MAIL will form an excellent medium through which to reach the public, circulating from every Post Office and prominent point in Ontario and largely in the other Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia, Manitoba.

## THE LATE RAILWAY ACCIDENT

## Verdict of Manslaughter Returned Against the Conductor.

The following is the evidence at length taken before Coroner Delt Hooke on Thursday and Friday evenings last, during the inquest as to the death of Patrick Ryan, killed by a train of the Toronto, Grey and Bruce Railway on Thursday evening:

John Jackson, brakeman on the Toronto, Grey and Bruce Railway, sworn, stated:—I was on board the empty train, and was backing up from the Grand Trunk elevator to the Queen street junction, following two Grand Trunk trains. Whilst passing under Bathurst street bridge, saw a number of persons standing on or near the track; they were about forty or fifty yards ahead of the train when observed; gave the proper signal to apply the brakes; the whistle sounded, and the brakes were put on, but the train could not be stopped in time to save the life of the deceased. The van and nine flat cars went over his body. It appeared to witness that the parties standing on the track were looking at the "Northern" train shunting. There was no lamp lit either in the engine or the van; the hour at which the accident happened was about half past seven in the evening. I was standing on the far end of the van when the train went over the deceased; the train was going at the rate of about seven miles an hour. The deceased was standing with his back to the train.

At this stage of the proceedings the inquest was adjourned until Friday evening last. On that evening the court was resumed at eight o'clock.

James Logan, conductor on the Toronto, Grey and Bruce Railway, sworn, said: I was on the special timber train coming from the Grand Trunk Elevator to the Queen Street Junction. Witness corroborated the evidence of Jackson except with regard to time. He said it happened at ten minutes after seven. When he saw the deceased he shouted to him, at the same time motioning to the engineer to stop the train. Witness had no order to back the train up with the engine behind. There was a bell rope in the van, but it was not connected with the engine. The accident happened 150 yards west of the Bathurst street bridge. John McMillan, a brakeman on the train, testified that he passed the signal to stop the train, and that it was stopped as soon as possible.

This being all the evidence offered the room was cleared of all outsiders and at half past one in the morning they returned the following verdict:—That the deceased came to his death from the negligence of James Logan, the conductor of the train. The Coroner then committed Logan for trial.

## Mexican Vandalism.

A contemporary has the following in regard to the burning of a well-known and interesting Mexican relic:—

"The destruction by the Comandante of the column in the Place Vendôme shocked all other nations not only by its indecency but by its absurdity. It has been fairly matched, according to the latest news from Mexico, by the burning up of the ancient and magnificent ahote tree, known as the tree of the Noche Triste, or 'desolate night,' at Popotla, a few miles out of the City of Mexico. This venerable but still vigorous tree stood little to the left of the great Aztec causeway—now become a more or less macadamized road—out of Mexico, along which the little army of Cortez retreated after that desperate and for the moment successful rising of the Aztec people which for the time threatened the plans of the audacious invader with ruin. The local tradition, not contradicted by men of research, declares that, worn and weary with marching and fighting, the great captain just at nightfall sat down with his faithful mistress Malinche under this great tree, and, looking around him upon the exhausted and decimated company of his Spanish soldiers, fairly burst into tears. A chronicler of the

## PRICE TWO CENT.

## Y MATTERS.

UN.—Harry Henry, the veteran as arrested on Saturday night 1 time.

SOCIETY.—At a recent meeting of the Hon. John H. Cameron, newly elected Treasurer by the

ASTERS.—The returns of the past week show that there had eighteen births, nine marriages, and one death.

Rev. Dr. Stuart Robinson of St. Andrew's, Mr. Sandford Fleming, Chief of the Survey, and Mr. Miles of Bermuda, are in town and Queen's.

In the notice of the Laidlaw at Whithy on the 24th I have been stated that it was the Ontario Club, of the place, instead of the

CEMENS.—A man named Henry sent to No. 2 station on Saturday last. During the supposed to be in a dying condition, sufficiently recovered yesterday, he removed to the gaol.

CANADIANS.—At the recent of L. R. C. P., at the Royal Cons, Edinburgh, Dr. John Baine, and Dr. Frederick C. Corbore, Graduates in Medicine College, passed successful

A new lumbering company, called Thompson, Smith & Co., and of which Mr. John Mager, are constantly receiving lumber from the Georgian Association. It to-day ad-

On Saturday morning last, of the B. M. E. Church met in Cleburn street, at nine o'clock, Rev. Bishop Willis Nazary, reading the financial report, several appointments, the meeting to meet this morning

YESTERDAY.—Yesterday afternoon three o'clock a row boat coming men was run down and by the ferry-boat Daugherty, were for some time in the water, were rescued by Frank Aman of the steamer, who the purpose.

AND BRUCE RAILWAY.—On the Queen's Birthday by the Toronto, Grey and Bruce Railway was a No. less than 1,500 people of the liberal arrangements for excursion and occurred to the day, and the party into the evening highly

MOTHE.—A hearing a noise on Saturday night went to the station and found two men were about fifty friends present he did not deem an arrest at the time, as sent up last night to the characters that might be, but as everything returned to the station.

Parliament buildings and going up Dorset street. Seeing a man in the light he crossed the road, and found one Patrick O'Brien engaged in milking a cow belonging to Col. Gilmore, which was pasturing there. He immediately arrested the fellow, who struggled so violently that the policeman had to knock him down twice. The two fellows who ran away then returned to the assistance of their comrade, and the policeman, seeing that they had armed themselves with sticks, drew his baton and chased them, one of them, named James McLaughlin, being knocked senseless. O'Brien's wife, hearing the noise, went to her husband's assistance, and bit the policeman several times, so that being overpowered he was obliged to relinquish his hold on all the prisoners and go to No. 3 station for assistance. He subsequently returned with a number of policemen and succeeded in arresting McGuire, his wife and McLaughlin in the Dorset House, a disreputable place at the corner of Wellington and Dorset streets, and took them to the station. The other fellow escaped before their arrival.

HONOURS WON BY CANADIANS.—We observe with pleasure that two of our Canadian youth have been recently winning laurels for themselves and their country at the University of Edinburgh. It will be seen from the lately published prize lists, that in Professor Lister's examination in Clinical surgery, Mr. Frederick L. M. Grasett is classed first, equal with Beatson, having obtained eighty per cent. of the maximum number of marks. In the same lists, Mr. Edmund St. George Baldwin is classed second, equal with Warne, having obtained seventy eight per cent. of the maximum number of marks. Both gentlemen received a University medal and a first-class certificate. Grasett and Beatson obtaining the only two prizes presented, which were the gift of the examiner. The number of Professor Lister's pupils amounted to nearly two hundred, among whom four medals were awarded. In the examination of Professor Bell's class in General Surgery we observe that Mr. E. St. George Baldwin also obtained the first prize out of three awarded. Last year Grasett, who had entered the University a year before Baldwin, carried off two prizes. The students who have thus so creditably distinguished themselves are the sons respectively of the Very Rev. Dean Grasett of Toronto, and the Rev. Canon Baldwin, also of Toronto.

COURT OF REVISION.—The court for the hearing of appeals against the assessments made for St. David's Ward met on Saturday. The court consisted of Ald. Manning, Chairman, His Worship the Mayor and Ald. Turner and Baxter. 138 appeals were entered, 105 of which were adjudicated upon, 33 standing over until the general appeal day on account of the applicants not appearing. A reduction of \$20,722 was made, and an increase of \$5,669. The following is a list of the principal cases tried:—Increases:—Real Property.—On appeal by Mr. Rolout the supervisor, John Hallam, \$2,863. Personal Property.—The Rev. A. A. Wickson, \$1,200; Archibald McMurichy, \$800; William Anderson, \$200; Personal Property.—Alexander Miller, \$550; Nicholas Mengler, \$400; William Hague, \$1,400; C. E. Thom, \$3,400; Peter Barclay, \$3,000. Real Property.—John Reid, \$550; T. H. O'Neill, \$410; Thomas Langton, \$231; A. A. Allen, \$280; John Zimmerman, \$1,230; James Campbell, \$443; Theodore Master, \$176; Thomas Hookaway, \$228; P. A. Knapp, \$200; Robert Mahon, \$100; S. Cassidy, \$58; James O. Hogg, \$344; John Shea, \$481; H. P. Blackford, \$600; the Rev. E. B. Lawlor, \$500; Joseph Davis, \$370; James Carlyle, \$400; Nicholas Mengler, \$400; John Marsh, \$150; A. Murphy, \$100; James J. Fay (for the Roman Catholic Corporation), \$1,370; W.

K O O D A K S . A F E E T Y



IE SUN, ORANGEVILLE, ONTARIO, THURSDAY MORNING, JULY 18, 1872.

**SOUTH SIMCOE.**—Mr. Little is unopposed in this riding, Mr. Ferguson wirely declining to enter the lists against him.

**NORTH SIMCOE.**—The contest in this constituency is carried on with considerable vigor between Mr. McCarthy and Mr. Cook. The friends of the former consider his return certain.

**SOUTH GREY.**—Mr. Jackson is in the field for South Grey, and with no stronger candidate than Dr. Landerkin to oppose him, his return is pretty certain.

**CARDWELL.**—Mr. Harris, as the nominee of the Liberal Conservative Convention, is receiving the united support of the electors of this Division. Mr. Ferguson is, however, endeavoring to force himself on the people, and has accordingly called a mass meeting of the electors to be held at Mono Mills on Wednesday, the 24th of July, at which he intends offering himself for re-nomination. Should the electors be fairly represented at this meeting, we are satisfied that Mr. Ferguson's offer will be rejected. A Convention, fairly constituted, has already decided against him, and selected a candidate acceptable to the people; and the electors who appointed that Convention, will no doubt ratify its decision.

## Orangeville and Vicinity.

A VOLUNTEER named Rae died at Barrie on Saturday from the effects of sunstroke.

THE long prevailing drouth in this section was broken on Tuesday by copious and refreshing showers, which have greatly benefited the growing crops.

THE COUNTY COUNCIL of Simcoe has granted 25 cents a day to each non-commissioned officer and man of the 35th battalion, who performed 16 days drill at Niagara.

THE CROPS in this vicinity look well notwithstanding the great drouth. Hay however is rather light. Fall wheat and spring grains promise an abundant yield, while roots and vegetables look healthy and thriving.

SHOT IN THE LEG.—A young man named Switzer, residing at Georgetown, shot himself in the knee, on the 12th of July, while drawing a revolver from his pocket. The wound will probably cripple him for life.

MR. ROBERT COCHRANE, a drover and cattle dealer, fell through the Grand Trunk Railway Bridge at Guelph, on Saturday, a distance of thirty feet, and sustained injuries which may result in death. He was under the influence of liquor at the time of the accident.

FALL ANNIERS.—The Fall Anniversaries for the County of Grey commence at Owen Sound on the 27th of September, before the Hon. Mr. Chief Justice Wilson, and for the County of Wellington, at Guelph,

in the history of Mono Mills did so large a gathering conduct itself better than did the Orangemen on this occasion. All appeared to have enjoyed themselves, and nothing whatever occurred to mar the harmony of the proceedings, which were brought to a close by a promenade dance in the evening, which was well attended by the youths of both sexes.

## MURDER AT ARTHUR.

### A MAN KILLED ON THE CARS!

A most dastardly murder was committed at Arthur on the evening of the 12th of July. As a western bound train on the Toronto, Grey & Bruce Railway was leaving the station an altercation took place between some of the employees on the train and a party of men who were loitering on the platform, whereupon some of the latter drew their revolvers and fired at the train, killing a passenger named David Hunter, a resident of Orangeville, who happened to be standing on the platform of one of the passenger cars at the time. The ball entered his left breast, just beneath the nipple, and cutting the leading artery to the heart, lodged against the back-bone. Hunter, observing that he had been "shot," walked into the car, and died in a few minutes. Several shots were fired, but fortunately missed their aim. Mr. Geo. Campbell, the brakeman, for whom the fatal shot was said to have been intended, narrowly escaped a second shot, the bullet of which was coming in a direct line for him, being intercepted by a nail in the corner of the post-office car. Mr. S. Leslie, the postal clerk, also narrowly escaped, one of the bullets having grazed his head.

As soon as the fatal effect of the firing was ascertained, the train was backed up to the station, and the body of Hunter removed to the station house.

An inquest, commenced on Saturday and concluded on Tuesday, was held on the body of Hunter by Dr. Eeroyd, of Mount Forest, and an intelligent jury. Several witnesses were examined, whose testimony went to show that George Moore, a blacksmith, of Arthur, and William Laidlaw, a farmer, residing near Arthur, were the parties who fired at the train, and both were immediately arrested and committed to jail to stand their trial.

The body of Hunter was brought to Orangeville by the evening train on Saturday, and interred in the Presbyterian burying ground on Sunday, by the members of the Orange Association, of which Order he was a member. The funeral was well attended, the mournful procession being over a mile in length, and containing 120 vehicles. The deceased was a son of Mr. Joseph Hunter, of the Gore of Garafraxa, and the sympathy for the bereaved parents was general.

## THE TWELFTH IN ORANGEVILLE.

THE Anniversary of the Battle of the Boyne, one of the most memorable events in British History, was celebrated in Orangeville on Friday, by an imposing Orange Parade, in which the members of fifteen Lodges participated. At nine o'clock the members of the Town

remembered, that the proportion of their own section's taxes was reduced and that of the other increased when assessments were transferred from their then unformed second section to the first.

In the assessment books, the names of taxpayers would be as usual according to geographical position, but against the names of those voting for a railway out of their own section, a mark might be placed indicating the separate list where assessment might be found, or amount of taxes might be entered in another column without a separate list being made.

At the end of probably twenty years, or when first bonds debentures have been paid, a sectional assessment falls in to the whole Township. This section (its debentures being cancelled) will now have to pay such proportion of common taxes, as its assessment bears to the whole assessment of the Township. The difference between what it pays when rid of its debentures, and what it would have paid, had its debentures continued, goes to reduce the payments of other sections in proportion to the sums they are paying. In like manner, when another section becomes free from debt, the proportion of each section's taxes will again have to be fixed, a change being made each time a section's debentures are paid.

In a railway running a great distance through a country, there will probably be great disproportion in the benefit likely to be derived from it to the different Townships along its course, some places having great natural advantages, being calculated to rise rapidly, while others possessing advantages not so great, may be rather regarded as necessary links in the chain.

In each case, assessments being taken as some indication of relative value, it seems the bonus of each, or if in a common rate of the whole, what part of the total yearly sum payable for interest of debentures, and to form sinking fund each ought to pay, should be determined by the future benefit expected to each from the railway.

Looking next to Townships as sections of counties, it is very remarkable, that, while to things of confessed public utility, schools, agricultural societies, the militia and others, the County Council generally gives or supplements donations, yet to one of its own sections, as soon as it begins to have increased prosperity, prosperity artificial, and known to be encumbered with debt, it would be likely to take the earliest opportunity and advance its taxation; thus, so far as in it laid hindering the permanent improvement of both township and county. The policy of Government, or rather the county often giving aid to a single railway as influencing in some degree the welfare of the whole people; the council with a railway used more or less by all its people, saving probably the making of macadamized roads, and from which if the expectations of its contributors be at all realized, an accession of taxation must eventually come to the county, would yet most likely (from the nature of its constitution and usual method of business) be disposed to raise the comparative taxation of the railroad-building Townships.

Seeking a rule as a remedy for this, the one before laid down ("that similar portions of common taxes should be paid from beginning to end of debentures")

Hoping through your columns that these views may obtain more extended publicity by becoming transferred thence to other journals, and believing that they would work beneficially, applied to either townships, counties, or railway companies. I am yours respectfully, Geo. Scott, Caledon, July 16, 1872.

## News of the Week.

### CANADA.

MR. A. FARWELL, M.P., of Oshawa, has a field of corn which now stands six feet high.

A DESTRUCTIVE fire took place at Berwick on Tuesday, destroying Snider's hotel and other places.

A SCAFFOLDING with four men on it gave way at Pictou on Saturday and one person was very seriously injured.

DUNDURN CASTLE and grounds in Hamilton, formerly the residence of the late Sir Allan Napier McNab, have been purchased by Mr. Donald McInnis, wholesale merchant, of that city.

NELSON'S MONUMENT in Montreal is being carefully restored. It is not a beautiful structure, but it is interesting from the fact that it was originally built by some gentlemen of Montreal who were at a ball when the intelligence of the battle of Trafalgar reached that city.

A MAN named John Scott, an employee on the Welland Railway, was sunstruck on Tuesday afternoon while riding on the top of a freight car between St. Catharines and Merriton. He was conveyed to his home in an insensible condition from which he had not recovered.

CATTLE DISEASE.—We learn that a new disease of a most malignant type has lately attacked a number of cattle in the neighborhood of Stony Creek, and in every instance proved fatal. About a dozen fine cows have died of it within the past few days. The disease, which does not appear to be at all understood, seems to be in the animals' head, and generally causes death in a few hours after the first attack.—Times.

A DIABOLICAL attempt to throw a train off the track is thus referred to by the Belleville Ontario of Wednesday:—"We learn from a reliable source that two successive attempts were made, during the last two nights but one, to throw off the express train going east, somewhere between Shannonville and Napanee. Ties were used in each case, one of which being caught by the engine was nearly cut through. The matter has hitherto been kept quiet with a view of detecting the culprit."

A DREADFUL case of killing has just occurred on the Lower Town Market, Quebec on Tuesday. The Captain of a brig had just landed with his steward, a negro lad, when the latter recoiled on James Dillon, who made overture to the boy to leave the vessel. Captain Pelletier interfered, and as alleged was struck by the crimp. The Captain seized a butcher's axe, within reach, burying it in Dillon's body, the man lived long enough to receive the rites of his church. Capt. Pelletier gave himself up to the police and is now at the station house.

THE ABDUCTION CASE.—The



No 17 1872

### Oyster Supper.

On Saturday night Mr. Paul, with his usual liberality and in the style for which his house is famous, treated the men engaged on the addition to his hotel to an oyster supper. The occasion of the supper was this: The Saturday preceeding, it will be remembered, was very rainy and the prospect of getting the building finished seemed consequently rather slim. Mr. McCann, however, promised that the roof should be on by the end of the next week, and Mr. Paul pledged himself in that event to give the workmen an oyster supper. The weather happily proved fine, and the roof was got on within the time.

Mr. Paul worthily filled the chair at one end of the table and J. J. Johnston at the other.

After the company had completed their attack upon the harmless but delicious bivalves, Mr. Johnston in complimentary terms proposed the health of Mr. and Mrs. Paul.

Mr. Paul replied, expressing the pleasure he felt in entertaining the company, in consequence of safe completion of the first part of the contract, hinting, however, that he was indebted more to the clerk of the weather than the energy of the workmen.

Mr. Johnston proposed the health of Aris & Co., the bricklayers. None of the firm being present Mr. McCann replied in their behalf.

Mr. Paul explained how the supper came about as above mentioned.

Mr. Watt proposed the health of J. J. Johnston & Co., speaking highly of their energy as builders and the creditable monuments of their skill seen in Mr. Chisholm's handsome new block and other buildings in the village.

Mr. Johnston replied, thanking the company for the compliment paid his firm, and stating that he had been now eight years in the

### Accident on the Narrow Gauge.

FOUR MEN KILLED.

We take the following from the *Times*:-

"It becomes our painful duty this week to record the first accident in connection with the railway to Owen Sound, resulting in the death of three men engaged in its construction, and serious injuries to several others. Shortly after six o'clock last evening, (Thursday,) while the construction train was bringing the men engaged on the work home, the engine backing and pushing ahead of it a flat car on which a number of the men were seated, when coming through a small cutting about four miles from town, the flat car ran off the track, and striking the bank was turned on its side and smashed, the men riding on it being buried in the ruins. The tender ran off the track on the other side, and was partially turned over, none of those who were riding on it (fortunately the greater number of workmen,) being injured other than the shock occasioned by their leap in the dark as it went over. Those who were uninjured immediately set to work to extricate their companions from under the wreck of the car, and the scene is described by those present as of the most heartrending description, only illuminated here and there by the glimmer of lanterns, while the groans and cries of the sufferers arising out of the thick darkness added terror to the scene. Messengers were immediately despatched to town for medical assistance, in response to which Drs. J. and C. E. Barnhart with a number of citizens at once started for the scene of disaster; and fortunately Dr. McGregor of Chatsworth being found at Rockford Castle (about half a mile off) was on hand to superintend the removal of the wounded. Mr. Isaiah Sheerman was found under

### Accident to the "Silver Spray."

The *Times* thus describes the casualty which we had only space simply to notice last week:-

"An accident of a serious nature occurred to the steamer *Silver Spray* on Wednesday afternoon last, on her trip from Collingwood to this port. About 5 p. m., when off Thornbury, and the machinery apparently working smoothly, a sudden crash was heard, caused by the breaking of the beam at both ends, and the piston smashing the head of the cylinder into fragments. Some parts of the machinery went thro' the hurricane deck and fell on the promenade deck, smashing a portion of the former into splinters, and causing considerable damage to the latter. Fortunately there were not many passengers on board, and no one happened to be near the scene of the accident, or a more severe casualty might have occurred. Word was immediately sent to Collingwood, and the tug *George Watson* steamed up to come to her assistance; but searched all night without being able to find her. The *Spray* drifted about all night, and in the morning was taken in tow by the *Algoma* and brought to this port. The accident will take sometime to repair, and in the meantime we understand the *Frances Smith* will go on the route between here and Collingwood after her next trip up Lake Superior."

### Correspondence.

We wish it to be clearly understood that we do not endorse, nor hold ourselves responsible for, the opinions or expressions of our correspondents.—Ed.

To the Editor of the MONITOR.

MAISTER EDITOR,—Could ye tell me wha has the lettin' o' the Drill Shed? I see it's bein' used the noo as a barn and bein' filled fu' o' hay. Noo if the pairties hae nae rented the buildin' for the hale winter, I'd like tae get the use o't a while whan they flit. I hae a wheen coos and twa-three stirks, for-

### Toronto.

The advance English market Wheat was much offered at Prices may be lower, the best \$1.23 f. o. b. and wanted; to have been paid and in very poor

Mr. Fellows is an enquiry, from various Syrup of Hypophosphite, leads to the his meaning in re parting superior ex the intellect has b by kindred causes gether with proper food, clothing, ex full power to the of genius consists assimilating mater developing in pro greatest number an consequently lacki quite impossible t terial necessary to Hence, although th ing the mind whic natural born idiot

BREAKFAST- FUL AND COM- ough knowled which govern tion and nutr application of well-selected vided our bre cately flavour save us many Civil Service with Boiling packet is la Co., Homoeop MANUFACT now give an adopted by M manufacturer their works i don."—Cass

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Markham Echo

Nov 7th 1872

The Washington Wesleyan Methodist Sunday School will be held (D.V.) in the Washington Church, on Tuesday next, the 12th inst. Tea will be served in the vestry at six o'clock p.m., after which the Rev. J. Robinson will occupy the chair, and addresses delivered by the Revs. J. F. Lewis, St. Catharines; J. E. Betts, Markham; A. Coleman, Scarborough; and A. C. Chambers, Toronto. Recitations and singing by the children. The Washington church choir have kindly consented to render some choice instrumental and vocal pieces on the occasion. Tickets, adults 25 cents; child-15 cents. The proceeds will be applied in purchasing books for the library. The public are cordially invited to attend.—Their presence will be an evidence of their interest in the good work, and strengthen the hands of those who labor in the school.

**INCENDIARISM.**—On Saturday night last, the sheds belonging to Button's church, 10th Con. Markham, were totally destroyed by fire. No alarm was given, consequently none but the incendiaries knew of its burning until the next morning. This is the second incendiary fire in that neighborhood within two weeks, the other being an unoccupied house on Lot No. 6, in the 9th Con. Several other depredations have been committed in the same neighborhood recently, and some parties strongly suspected. It is intimated that a vigilance committee is being organized to find out the depredators and afford them an opportunity to learn a respectable trade, at the expense of the government, at Kingston.

**FATAL ACCIDENT.**—On Monday last, the 4th inst., as the mixed train on the T. & N. R. was running between Wick and Uxbridge, the passenger car got off the track, and a young man named Smith, an employee, tried to signal the engineer, and finally climbed on the top of the freight cars for that purpose. In stepping from one car to another the coupling broke and he fell on the track and was run over, crushing him in a horrible manner. An inquest was held at Uxbridge, and the jury returned a verdict of "accidental death."

**SYMPATHY.**—The *Newmarket Era* of the 1st inst., has the following curt notice:

**WANTED NOW.**—On looking over our books we find as many as five or six subscribers who are still in arrears. If the reader should happen to be one of those few, we would in the most humble manner possible, gently hint that the money would be very acceptable just now.

We have made a similar discovery on looking over our books, and ask the same kind remembrance, especially as this number completes the sixteenth volume. We require every dollar due us.

**EARL DUFFERIN'S LIKENESS.**—Messrs Notman & Frazer, photographers, 120 King st., Toronto, have sent us two of His Excellency the Governor General's likenesses, which are masterly specimens of high art in photography. Those who have had the pleasure of seeing His Excellency and the portraits assert that they are true to life. These artists are publishing, and offering them for sale, by his Lordship's permission. Our friends would do well to send in their orders at once. Every lady's album in the Dominion should be adorned with one.

**"YORK RANGERS."**—The following changes in the officers of No. 6 Company,

John Haight, for work on work between Lots 14 and 15, Con. 4, \$22. John Barnes, for work on 7th Con., between Lots 6 and 7, \$15. T. C. McAvoy, for work on road between Lots 8 and 9, Con. 7, \$110. James L. Palmer, for plank for roads, \$105.12. Dr. Ferrier, for medical attendance on S. Blackwell, \$18. Wm. Abbutt, for goods supplied to Blackwell, \$13.50. John Barry, for plank for roads, \$78.35. R. T. Lambert, for repairing road scraper, \$2.50. Alex. Macintosh, for building bridge over Duffins' Creek on Brock road, \$200. John Haight, non-resident school tax due school section No. 6, \$9.49. David Gilchrist, for A. Ferguson, for sheep killed by dogs, \$8. John Marquis, for sheep killed by dogs, \$8. Andrew Snider, for sheep killed by dogs, \$9.50.

Mr. Green moved that the sum of \$27 be granted to Thomas Kirby, as additional remuneration for cutting down a hill on 7th Con.; and also that the sum of \$6 be granted for the benefit of Timothy Rogers, an indigent person.

On motion of Mr. Green, the Council stands adjourned till Saturday, the 30th day of November next.

**ONTARIO HOUSE.**—See J. G. Munns' advertisement.

**THANKSGIVING DAY.**—Lieut. Governor W. P. Howland has by proclamation set apart Thursday next, as a day of general thanksgiving, in Ontario.

**SEWING MACHINES AND ORGANS.**—We would call the attention of our readers to the advertisement of Mr. J. Bear, an agent for the Osborn sewing machine and Bells cabinet organs—both of which are Canadian manufacture.

**MISSIONARY MEETING.**—A missionary meeting in connection with the Congregational Church, will be held in the church at Unionville on Monday the 11th inst., and at Markham on Tuesday, 12th inst. Services to commence at seven o'clock. The Rev. J. A. R. Dickson, and others will address the meeting.

On Friday night last, burglars broke into the T. G. and B. railroad station, at Woodbridge, where they blew open the safe in the office and secured about \$30, leaving everything in the greatest confusion. A few cigars and a false face were left in exchange. They also proceeded to the store of Mr. C. H. Dunning, but so far Mr. D. has not missed anything. They also entered the office of Mr. Brown, manufacturer, but fortunately Mr. B. had no funds in the office.

On Friday night last, the Vaughan Agricultural Society gave Mr. Graham, ex-M.P.P., who has for many years been their Secretary, an oyster and champagne supper, and also presented him with a gold chain and an address on the occasion of his departure to the north of England as Government Emigration Agent. The supper was held at the Inkerman hotel, Woodbridge. Everything passed off pleasantly.

As an instance of the prices paid for talent, we cite those paid by the Y. M. C. A. of Toronto:—\$1,000 to Froude for one lecture, \$150 for Rev. George Macdonald, \$75 for Elihu Burritt, the learned blacksmith, and \$50 for Eli Perkins. Professor Tyndall, is also to lecture, and will receive a good figure.

The merchants of Newmarket, according to the *Era*, have concluded to abandon the

continuing himself to the higher courts. He became one of the first lawyers in the American metropolis; and it is stated that the late Daniel Lord, the leader of the New York bar, esteemed his opinion "more highly than that of any other member of the profession on intricate points." He did not take an active part in American politics, but confined himself to his profession and occasionally literary work—which his scholarly attainments rendered pleasant and profitable. He was trusted and honored by his fellow-men among whom he spent the latter part of his life; and of this there can be no stronger or more gratifying proof than that he was for many years President of the oldest Savings Bank in New York city, and that he was chosen a trustee of the Lenox library by the munificent founder of that establishment. He was also a permanent member of the Historical Society, and a director of the Bible Society of New York.—*Globe*.

**DEATH OF "FANNY FERN."**—This lady, a writer of short essays of considerable merit is much better known to the world under that name than by her own, Sarah Payson Willis, she being a sister of N. P. Willis the poet, and wife of James Parton, a biographer. Her death took place at her residence, New York, on Thursday evening, the sixty-first year of her age. She was born in Portland, Me., in 1811. While still a small child her father removed with his family to Boston, and in that city she spent her early years. She was educated in Hartford, Conn., by Miss Catharine Beecher, who considered her a clever and capable, but not a brilliant girl. While still very young she married Mr. Eldridge of Boston, and in 1850 she was left a widow in straitened circumstances, with three children. To support herself and little ones she began to write sketches for the Boston weekly under the name of "Fanny Fern." She became famous at a single bound, and her pseudonym is as familiar as a household word. In 1858 she was married to Mr. James Parton, and since that time her writings have not been voluminous. It is said that Mr. Bonner has paid her the magnificent sum of \$150,000 for her contributions to the *Ledger* alone.

A St. John's N. B. magistrate, having recently fined a rowdy \$128, has received Ku-Klux letter, which is thus described in the *Chignecto Post*:—It is a single sheet of foolscap, bordered with black. At the top is the sword of Damocles, suspended to the border by a single hair, the point near touching a death's-head and cross-bone. On the left is a whip and crossed spade, a mallock; on the right, a bleeding heart pierced with a dagger, the blood dripping upon a closed coffin inscribed "Kean." In the centre is a ponderous gallows, with a dangling rope, having on the left a large capital K, the left index hand and a globe, and on the right a capital U, the right index hand and a cauldron on crossed sticks, with a sponge side and T on the other. Below this is a row of five black letter D's. It follows the following pathetic epistle:—"Mr. Kean—Your days are numbered. One hundred and twenty-eight dollars for nothing. Beware of the tub-rin. Corg. the tent." Then follows two crosses, with the All-seeing eye in the centre. The John folks are subscribing \$2,000 as a reward for the discovery of the author of the Ku-Klux letter.

Mrs. Wm. Meadows, a widow of St. Catharines, committed suicide by cutting her throat on Sunday evening last, under singularly horrible circumstances. The child noticed that their mother acted singularly by talking to herself, wandering in and out of the house, and once or twice having to be held to prevent her from doing harm. Towards evening she repaired to the cellar, opened her nephew's trunk, took out a razor, and then retired to one of the vacant rooms, where she committed the terrible deed. When discovered life was hardly extinct, though a most fearful



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absorbed by the Railway and its customers, probably a large portion would not have been cut at all but for the real means offered for its disposal. But as the report states, it may fairly be taken as yielding—owing to the Railway—an enhanced value of \$2 per cord. Here, then, is a clear profit on one article alone to the townships in which it was collected of \$34,000 in one year, against bonuses contributed by the same municipalities towards the construction of the line of \$90,000. In less than three years, then, the whole sum will have been recouped to the ratepayers in so much hard cash against their floating debentures. And this is in addition to the profits on timber and produce going directly into the pockets of the farmer and lumberer, and circulating in turn through the whole population of the district. The Directors are able already to report that there are fresh signs of industry on the route of the line, marking the effects of its beneficial influence, and yet they have at present barely touched the region on which they mainly rely for the future prosperity of the railway.

A recapitulation of a few of the main sources of revenue during the past year may be interesting. The number of passengers carried was 53,930, and the amount received in fares, \$43,078 42. The freight receipts were \$33,041 73. There were carried 4,014 tons of general merchandise; 14,851 barrels of flour and meal; 226,074 bushels of wheat and other grain; 8,928,080 feet of lumber, besides cordwood and other commodities in smaller quantities.

The Toronto, Grey and Bruce is contending at present with some difficulties from which its sister company is exempt. Still, its statement cannot be deemed on the whole much less favourable. The portion of the line really in the Company's hands during the period covered by their report (the six months ending June 30, 1872) was that between Toronto and Orangeville only, the section from the latter place to Mount Forest being still "under construction." However, the earnings and expenses for the whole are included in the report. The revenue for the half-year has been \$34,312 46, and the expenses have amounted to \$44,040 33, or 69 per cent. It will be obvious that the full power of regulating the latter can only be secured when the Company have complete control of a finished undertaking. The most serious drawback to the progress of the works has been the failure—occasioned by the strikes of their workmen,—of an English company to supply the engines required for the tracklaying on the sections between Orangeville Junction and Owen Sound, and, owing to this disturbing cause, it does not appear very clear how soon this portion of the road will be open for traffic.

The company has also had to contend, in one instance, with the demand—sustained by a court of law—of one township for the return of its debentures, and with the default of others to hand over the same required by them to the company. It may be hoped that these temporary difficulties will be overcome even without the aid of any compulsory legislation. As the President of the Company has said, "the bonds of the line had at some periods been purchased through the Toronto, Grey and Bruce may have failed actually to comply with the

portunity to appear before his peers in the country, to refute accusations maliciously brought against him, to justify his conduct and the conduct of his fellow-citizens, equally accused, to demand the complete fulfilment of the arrangements concluded, and the promises which have been given. That is what the electors of Provencourt wish to-day." The election of M. Riel is certain, but he ought to be elected by acclamation. All are for him. The small number who at first thought it their duty to oppose him have become his fastest friends. A perfect unity prevailed among the Metis when one fine morning they learned that M. Riel was going to have an opponent! One man alone could have the impudence to undertake a contest with M. Riel, and that is the Attorney-General Clarke. Mr. C. professes that he does this from love to M. Riel, to prevent his going to Ottawa and being there slain. What crocodile solicitude! M. Riel knows the danger and he knows how to face it, as he has done greater ones," &c. &c.

All this *Le Canadian* reprints without one word of dissent. Attorney-General Clarke opposes Riel. Why? Because he is a murderer, or favours Mackenzie! Not at all. From love to him! and to prevent his rushing upon his death! M. Riel would not go to Ottawa two years ago, for fear of embarrassing his good friends and strengthening the tenacious feelings of bigots! Times are changed now. He will go to vindicate himself and his people on the floor of the House of Commons. He will demand the fulfilment of promises, &c., &c. Is this the man Sir John wishes to catch? Is this the man Mr. Blake drove away by his \$5,000 reward? Is this the man Sir John acknowledged to be a murderer, and yet unwhipped of justice? The very same; and he comes to support his "good friends," the Ministers, and make them grant, at last, the amnesty! It is altogether a broad farce, were it not that it also partakes, in a good degree, of the elements of tragedy. Riel is not out in the interests of the "fanatics." In that case he is Sir John's candidate.

#### THE BY-LAW ON THE FIRE LIMITS.

The case of the Attorney-General v. Campbell, in which the defendant was called upon to remove a wooden building erected on Simcoe-street in contravention of the city by-law, has been decided against the prosecutor, as will be observed from our legal intelligence, on the ground that the by-law in question is *ultra vires*. It seems that the municipal law authorizes cities and towns to pass by-laws to prevent the erection of dangerous buildings, but the Toronto regulations based on this take a far wider scope, and forbid the erection of any buildings except those formed of stone, brick, or other incombustible material. The Court held that this was so vague that it could not be enforced so as to apply to the building in question.

As the by-law stands, Toronto has no valid regulation for preventing the erection of any kind of building whatever. So long as things are in their present condition any one can build wooden houses of any degree of combustibility in any part, even the most crowded, of the city. This is a state of things which ought not to be allowed to continue an hour longer than can be helped. The Council ought at its first meeting to have the mistake rectified and a by-law passed of as stringent a nature as possible, to prevent the erection of buildings whose presence is a menace to all around. There surely can be little doubt that such buildings should properly be classed as wooden. We are persuaded that no judge would rule in any case that they are not. At present, however, there is no possibility of even that being tried. The power to prohibit wooden erections is unquestionable. Once that right has been asserted, we shall see if it results in the difficulty and danger

present to all who will take themselves and their families to these lands of plenty? There is, let us remember, scarcely a single Western State of the Union but has a larger and more active staff of emigration agents in Britain than all the provinces and the Dominion of Canada put together.

There is, besides, not a public enterprise, in Ontario at least, but has been during the present season retarded by a deficiency of labour, and there is every prospect of the same thing having to be said next year. Now is the time to organize for an earnest winter campaign, conducted by wise and prudent agents, who love the work because they love Canada and would like to see her prosper.

#### GRAND TRUNK INTERFERENCE.

G. T. R. SHOPS.  
STRATFORD, Sept. 10.

We, the workmen employed in the Grand Trunk Railway Shops, Stratford, in mass meeting assembled, do emphatically, and indignantly deny the truth of the following assertions made in the Toronto *Globe*, respecting our esteemed Superintendent, Mr. Patterson:—

1st. That upon the occasion of the visit of the Right Hon. Sir John A. Macdonald to this town, Mr. Patterson gave us a holiday; the fact is, that we in a laudably requested him to grant us one, which he did, but we lost the time.

2nd. That he sent some or any of us down to St. Mary's to disturb Sir. Wood or any other gentleman.

3rd. That during the late political contest we were in any way influenced, intimidated, or coerced by him.

We therefore empower the chairman of this meeting to forward on our behalf a copy of this resolution, to the Editor of the *Toronto Globe* newspaper, requesting him, as an act of simple justice to all parties concerned, to courteously oblige us by inserting it in the columns of his valuable paper.

Carried unanimously.

Signed,

WILLIAM TRETHERWAY,  
Chairman.

We publish the above as requested, but it does not alter the matter at all. We have no doubt that Mr. Patterson is popular with the majority of his men, that they do not wish him removed, and that they held a meeting and passed the above resolutions to screen him. The minority was voted for Mr. Daly under Mr. Patterson's pressure would, of course, be as much afraid to oppose the resolutions in the meeting as they were to vote for Mr. Radford. We have it on the very best authority that Mr. Patterson did use such influence with his men as to induce them to vote for Daly against their better inclinations, authority not to be set aside by any assertion of Mr. Patterson's partisans in the shops.

#### THE LATE MR. T. C. STREET. M.P.

The funeral of the late Mr. T. C. Street was one of the largest ever seen in the Niagara district. The remains were interred in the Drummondville Cemetery. By the will, the family residence, Clark Hill, with 120 acres of land adjoining, \$100,000 in money, and \$5,000 to complete his education, was left to Mr. Macklem, of Niagara, a favourite nephew. Mr. B. Miller, of St. Catharines, has, it is stated, been left \$300 per annum for life. The property, it is believed, exceeds two millions of dollars, and the remainder has been divided among the members of the family. Among many other bequests were 75 cents a day to all his old servants and workmen.

Mrs. Street did not long survive her son. Her venerable age and her many infirmities rendered her unable to bear the shock of her son's death, and she died at five o'clock yesterday morning. The funeral is to take place at two o'clock to-morrow.

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