

Clippings from the Hamilton "Spectator" -  
respecting the Hamilton & Port Dover Railway.  
June, 1855.

1855.

#### HAMILTON and PORT DOVER RAIL- WAY MUNICIPAL SUBSCRIPTIONS.

To the Editor of the Spectator:

I notice some remarks of yours, relative to the Hamilton and Port Dover Railway, in your paper of to-day, but I think you have, to some extent, failed in pointing out the *great advantages* which the country and this city will reap from the construction of this Railway; advantages that should not be overlooked by our citizens, and the City Council, whose duty it is to promote the welfare of the city, whenever an opportunity offers.

To be brief and pointed, I have, in the first place, to remind all, of the numerous benefits and riches which the Great Western Railway has conferred on this community, securing a degree of prosperity previously unknown, by the city lending its credit only, for we have not had to pay one sixpence, nor will we. Now, the Hamilton and Port Dover Railway, or Hamilton and South Western, will be of as much advantage to this city as the Great Western, for by intersecting the Brantford and Buffalo Railway, we shall draw to our city a people hitherto strangers to us. I mean those inhabiting that fine country towards Fort Erie; while by joining the Southern Railway at Simcoe, we shall likewise get our fair share of the trade and traffic of the magnificent and populous country reaching to St. Thomas and Amherstburgh. These objects alone, are worth contending for,—but when we have experienced such vast and beneficial results from the Great Western, we should not hesitate to promote the construction of all railways which will terminate at, or approach this city, even though they should only pay expenses, because, indirectly, we are certain to derive all we desire, that is, rapid growth and prosperity. But, no doubt exists, that both the Hamilton and Port Dover, and the extension to Berlin, will pay. The City Council need not, therefore, pause in lending its best assistance to both of these projects. Again, turn your attention to the results of the Toronto Northern Railway—a Railway, which was constructed amidst much opposition and ridicule, but it has astonished every one, and Toronto has gained by it, even if she never gets a farthing of her subscription. So with Hamilton; and we must, if we wish it to become a great city, do our best to obtain more Railways.

The importance, too, of connecting Lakes Ontario and Erie by railway, bringing to our city a direct intercourse with Cleveland, Erie, and other American ports on the south shore of Lake Erie, together with a cheap supply of coal, are also objects worthy of our best exertions.

I am not an advocate for our city divesting itself of all direct interest in the Great Western Railway, as it is very desirable our city should have a voice in its management—besides, the stock will prove a source of revenue; but I would suggest the sale of one half of its shares, or £25,000, which can now be sold at par, thus retaining £25,000 of Great Western stock. The City Council should then subscribe for £25,000 in the Berlin extension, £50,000 in the Port Dover Railway, which, with the £10,000 already held in the Galt and Guelph, would make a grand total of only £110,000, to secure four railways, from one of which (the Great Western) Hamilton has already derived an amount of benefit far beyond such a consideration, and without the cost of a shilling.

Let us be without hesitation in these and other great public works; let us seize the opportunity of early securing advantages so desirable, and without inconvenience; and let us, in the name of common sense, propitiate our proud motto of "I advance."

I am, &c.,

A TAX PAYER.

June 13, 1855. *J. G. Gilkison*

JASPER GILKISON  
LETTER

HDS  
14 Jun 1855

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FIRE AT THE BB+G  
CALEDONIA STN

9 Oct 1857

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STATION  
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### Mutilation of Bank Notes.

An action was recently brought in the vision Court at London against one of the banks of that city, to recover payment of one of its notes for a small amount. The payment was refused, on the ground that the note had been mutilated. The number of the note and one of the signatures, we believe, still remained. The defence set up in court was, that the bank, in order to secure itself from fraud, had the right to refuse payment of all mutilated notes. The point involved in the question is one of some importance to the community, as well as to all the banking institutions in the country.

If banks are not to be compelled to redeem all notes of their own issue, their private pecuniary must suffer the loss of all notes which become mutilated by accident, the usual wear and tear to which they are necessarily liable as a circulating medium. A bank note paper is but a very flimsy and perishable material, easily injured by fire, water, and a hundred other causes, the aggregate yearly loss to individuals, and the consequent gain to the banks, would in all probability amount to a very large sum. However, it would be greatly to the advantage of banking corporations to issue notes worn down to the lowest point at which they could be deemed current, as the probability is that case would be, that before they were returned to the bank for redemption or deposit, they would reach that stage of mutilation from ordinary usage, at which they could be refused with plausibility by the institution by which they were originally issued. That bank officers, as a class, are as honest as other business men, we readily admit; but that many of them are not too honest to resort to such tricks as we have alluded to, is sufficiently established by the numerous bank frauds recently perpetrated in Canada, as well as in England and Scotland.

On the other hand, if banks were compelled to redeem all notes, however much they might be mutilated, frauds might be perpetrated upon them by sharpers, as was contended in the London case, by demanding payment for each of two separate parts of a mutilated bill. We, however, are of opinion, that for one case of this kind occurring without detection, a hundred would occur in which the banks would refuse to redeem their notes, because of mutilation, even though not mutilated with fraudulent intentions. This would be a most onerous and unjust imposition upon the community for the especial benefit of the banks, and should not be tolerated. But while we would desire to see the community protected against imposition, we are no less anxious that the banks should be provided with a safeguard against fraud.

### THE ASSIZES.

The Court of Assizes for the County of Brant was opened on Tuesday afternoon last, by his Lordship, Judge Barnes.

The Grand Jury being sworn, his Lordship gave them all the necessary instructions for judicious performance of their duties. The following is the list of Grand Jurors:

James Kerby, Foreman.  
Charles Arnold. Thomas McKenzie.  
George Brown. Jacob Sherwood.  
Thomas Conboy. W. D. Soules.  
Cyrus Griffin. Asa Wolfenden.  
William Likens. John Whiting.  
William Matthews. M. Nelson.  
Charles Mitchell. Ignatius Corkshut.  
Walter Kerr. John Muir, sen.

But few parties being ready with their witnesses for trial, some undetected civil issues were disposed of, when the Court adjourned till Wednesday morning, at 9 o'clock.

WEDNESDAY, Oct 7.

The Court opened this morning at nine o'clock. The first case brought on was that of

ELIZABETH SECORD, Administratrix of the Estate of Daniel Secord, deceased, vs. the Great Western Railway Company.

This action was brought by Mrs. Secord, widow of the late Daniel Secord, who was killed by the fearful railroad accident at the Deseronto Canal last spring, to recover damages for the loss of her husband. The nominal damages were laid at \$8,000. The case was one of unusual interest, not only because of its being the first case of the kind ever tried in Canada, but also on account of the eminent legal ability of the counsel employed by both parties to the action. E. B. Wood, Esq., of Brantford, and M. C. Cameron, Esq., of Toronto, conducted the prosecution; Hon. J. H. Holland, Cameron, Q.C., and Dr. Connor, Q.C., of Toronto, and Mr. Irvine, of Hamilton, solicitor to the Great Western Railway Company, were engaged for the defence. The parties to be benefited by the award of damages were Mrs. Secord, the widow of the deceased, and his children, John, aged seven years, Daniel, aged five years, and Levi, aged three years. The mother of the deceased was originally included in the number, but on motion by M. C. Cameron, Esq., her name was struck off on the ground that as the widow and children of the deceased were still living, the mother had no more claim to damages under the statute than she would have had to his property had he died from natural causes.

The defendants admitted that the accident by which the deceased lost his life was the result of neglect, and also their liability for damages. The question, therefore, submitted to the jury was simply what amount of damages should be awarded.

Mr. Wood opened the case with more than his usual ability, giving, with remarkable clearness, an exposition of the pecuniary circumstances of the deceased prior to his death, the effect of that event in the derangement of his business affairs, his depreciation of the value of the property of which he had possessed, and the grounds on which the jury were called upon to award substantial damages.

J. R. Cook sworn. Resides at Niagara. An brother-in-law to Daniel Secord, the

INMAN vs. THE BUFFALO AND L. H. RAILWAY CO.

This was an action brought to recover the value of a quantity of goods belonging to the plaintiff, and which were destroyed by fire at the Caledonia Station last spring. The defence set up was that the plaintiff was notified of the arrival of the goods, and that a reasonable time for their removal elapsed between the time of the notification and the occurrence of the fire, and therefore the defendants were not responsible for the loss of the goods. The plaintiff resided at Port Dover, a distance of 23 miles from Caledonia, and the jury decided that the 48 hours, the time that elapsed between the notification and the fire, was not a reasonable time, also that there was no proof of the notification and accordingly returned a verdict for the plaintiff. The law point at the case, however, as to what constitutes a reasonable time, was reserved for the consideration of the judges. — W. M. Wilson, Esq., of Simcoe, and M. C. Cameron, Esq., of Toronto, for plaintiffs, and E. B. Wood, Esq., for defendants.

POWELL vs. THE BUFFALO & LAKE HURON RAILWAY CO.

This action was precisely similar in all respects to the last, and involved precisely the same principles of law. The jury, however, in this case, returned a verdict for the defendants. Both cases are reserved for the consideration of the judges. Counsel, the same as in the foregoing case.

McNIGHT et al. vs. LOVELL.

This action arose from the non-performance of an award, and was brought to recover the amount of said award. The plaintiffs were prosecuted on account of the variation between the submission prop'd and the submission stated in the declaration. D. McKelvie, Esq., for plaintiff, E. B. Wood and M. C. Cameron, Esqs., for defendant.

VAN CAMP vs. S. FOWLER.

This was an action for seduction, brought by VanCamp, the husband of the girl's mother, to recover damages for the loss of services caused by the seduction, the girl being the daughter of the plaintiff's wife, but born before marriage, and of doubtful paternity. The case, though conducted by counsel with as much delicacy as the circumstances would admit, was characterized by the disgusting details alike disgraceful to all the parties concerned, which are inseparable from the investigation of cases of *crim con*. Verdict for the Plaintiff, and \$10 damages. E. B. Wood, Esq., for Plaintiff, H. A. Hanly and M. C. Cameron, Esqs., for Defendant.

### PRIZE LIST.

Since our last issue the following omissions in the Prize List have been supplied.

#### DOMESTIC MANUFACTURES.

CLASS XXVI.—AGRICULTURAL IMPLEMENTS.

JUDGES.—W. McDougall, Toronto; W. Wade, Cobourg; Wm. Paulin, Woodstock; S. D. Farley, Hastings; R. Ball, Line In.

Best subsoil plough, J. Kellum, £ 5.

Townsend ..... 2 10

2nd do do do do.. 1 10

3rd do Waterous & Co. .... 1 0

Best corn and cob crusher, Alex.

Best horse-power thrasher and separator, C. R. Wilkes, Brantford 5 0  
2d do C. McDonald, Ancaster. 3 0  
3d do Haggart Bros, Brantford 2 0  
No 1 was a well made machine, and the Judges found it very difficult to determine upon the respective merits of each exhibited.

Best saw-cutting, M. Willoughby, Toronto ..... 0

21 do R. & R. S. Patterson, 0 15

Reville ..... 0 15

3d do Jno. Shuttleworth, Weston 0 10

The Judges found several machines adapted to horse-power, competing with the small machines not so adapted. They proposed that among these, that one of Mr. E. Logan's got the first prize, and that Messrs R. & S. Patterson should get the second.

Best portable grist mill, Jno. Gartshore, Dundas. .... 3 0

Best threshing machine, J. Burchell, Brantford. .... 0 10

Best farm-gate, A. M. Tarbell, Stratford. .... 0 15

Best mowing machine, Landon and Buck, Brantford. .... 2 10

Fifteen wooden ploughs were tried in the field. The owners were allowed to plough several furrows, and if there had been time they would have been required to begin and finish a "bad" each. They were also tested with the Dynamometer, but though every effort was made to ensure equal conditions, the imperfection of the instrument, and the little time at the disposal of the judges, prevented them from arriving at results that were entirely satisfactory. The competition was exceedingly close, and several ploughs to which no prizes were awarded, are quite as deserving as those that obtained them. The Judges commend especially the plough of Jacob Bingham, Burford, and G. Huntington, & Co., Norwich, Oxford. There were seven iron ploughs tested. The same remarks as above are applicable to this class. The trial in the field was of essential importance, but it should hereafter be made the special duty of a Committee who could give their whole attention to it.

The combined reapers and mowers and single mowers were tried in the field. The weather and the crops were unfavorable, but the performance of all the machines was very satisfactory. The combined machines were quite equal as mowers to the single machines. The Judges found it a difficult matter to decide between them. The reapers were not tried for want of time.

ADDITIONAL PRIZES NOT APPEARING IN THE REGULAR LIST.

SWEETSTAKES.

For the best Station for general purposes, three entries of \$10 each, \$20 added by the Association, awarded to Joseph Black, Guelph, for his horse Perfection, \$50.

For the best Single Carriage Horse in harness, three entries, \$10 each, \$20 added, awarded to Patterson & Brothers.

### EUROPEAN.

Arrival of the City of the Washington.

The screw steamship *City of Washington* from Liverpool at noon on 1 September, arrived at New York. Great activity prevailed in England sending reinforcements to India, the screw mail steamer which sailed Southampton on the 20th, had inst to take 300 troops from Malta to India, to be sent to India through. Several hundred more troops are forwarded by the same route in steamers.

The East India Company had the offer of the fleet of the European American Company for transports nation with the Overland route.

The arrival of the Calcutta mail had added several important telegraphic summary taken out Arabia.

Gen. Havelock, it is reported, received some reinforcements at C and resumed his march upon Luck. Gen. Reid, who held the command of Delhi for a short time is dead.

The mission of Lord Elgin to was for the purpose of tendering vice of the European troops in China, for some of the native elements, it being considered that the troops would prove sufficiently efficient more trustworthy in Canton than own country.

Lord Elgin took with him to 1,700 troops and 1,000 men and made had been organized from his previous forthwith up the transg.

Another mutiny in a Bombay at De-war, was reported just before departure of the mail.

The Malay troops and Sikhs perfectly loyal.

Fears were entertained for the go district of Pithor. Two fac was said, had already been burnt.

At a meeting of merchants and Calcutta resolutions were adopted forth the grievances under which suffered, and calling on the British Government to take the control of India own hands.

The French Government had despatches from India, announcing the Governor of Pondicherry to the Admiral of the French Indian seas, to send him one ship as a measure of precaution.

General Neill, at Cawnpore, peling all the high caste Brahmins could capture among the S collect the bloody clothes of the and wash the blood from the floor.

At a meeting of merchants and Calcutta resolutions were adopted forth the grievances under which suffered, and calling on the British Government to take the control of India own hands.

The Calcutta markets remain dull. The indigo crop was expected for the first season.

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## The Brantford Standard

## Hamilton and Port Dover Railway.

A meeting of the Shareholders in the Hamilton & Port Dover Railway Company was held this day, pursuant to the requirements of the Act of last Session for the purpose of sanctioning the transfer of the undertaking to the Buffalo & Lake Huron Railway. Some slight opposition was offered on the part of some of the private Shareholders, who were unwilling to transfer their Stock without compensation from the purchasers. The feeling was, however, almost unanimous in favor of the transfer - the division having resulted in a vote of 5,800 against 18.

It is to be hoped that the decision of the Shareholders in the Buffalo & Lake Huron will be equally favorable, and that this Railway - of such vital importance to this city and Caledonia, as well as to the Buffalo Road - will shortly be completed.

This will depend to some extent upon the parties holding the Bonds, and the proprietors yet to be treated with for right of way, as we understand the Buffalo and Lake Huron Board have decided upon a sum as the outlay which under no circumstances is to be exceeded, and until the actual sum required is ascertained and agreed upon, the shareholders in that Company will not sanction the purchase.

We sincerely trust that all parties interested will meet the new Company in a fair and liberal spirit, and that we may have shortly to refer to this long deferred undertaking as a "fact accomplished."

The Reformers of the County will take notice that there will be a Reform Dinner held at Pilkeys Hotel, Scotland on Tuesday evening, June 23rd. We hope to see a large attendance.

On Monday evening next, the Phantasmagoria will be exhibited in the old Temperance Hall, over Mr. Biggar's store, Colborne Street, for the benefit of the Minister of the B. M. E. Church, (coloured.) We hope to see a large attendance, as the object is so laudable.

Railway Excursion.—On Monday next 22nd Inst. an excursion train will leave Brantford for Godrich. The fare to Godrich and back to Brantford, 182 miles, is only one dollar. We advise everybody who would like to take a pleasant ride to the blue waters of Lake Huron at a very small expense to embrace the opportunity.

Sabbath School in West Brantford.—A Sabbath School will be opened in West Brantford, next Sabbath afternoon, at half past 2 o'clock in the Ward School Room, which has been kindly granted by the Trustees for this purpose.

In connection with the opening of the School, a Sermon will be preached at half past three o'clock, by the Rev. William Cochran. Parents and children are earnestly invited to attend these Services.

Now that the Elections are over, and Brant has their representatives, the Electors of both Ridings will bear in mind that S. McLean on the Market Square, having made so much money during the Elections, is prepared to give ten dollars worth of Soda Water for five cents. Sam is great on Soda Water.

## Election Intelligence.

Hon. A. A. DORION.—We are happy to learn that the Hon. Mr. Dorion will find a constituency in Hochelaga. The nomination took place on Monday, and Mr. Dorion had a large majority of the show of hands. We hope he will be elected, and the indications point strongly to such a result.

Hon. Mr. HOLT.—We are pleased to learn that the Finance Minister has consented to contest the county of Chateauguy. His chances are favorable.

HALDIMAND SAFE.—Mr. Thompson Elector.—As we expected, the Reformers of Haldimand polled down the adverse majority of yesterday, and after a keen contest elected Mr. Thompson by a majority of eleven. The corruptionists are again left in the lurch, and are pretty well used up. In the election of 1861 there were 2,710 votes polled, whilst last night 2,919 had been polled. This shows that great efforts were made by both parties. The following are the figures:

	THOMPSON	McCALLUM
Caledonia	67	84
Dunn	23	101
Dunnville	36	145
Moulton & Sherbrooke	57	168
Seneca	248	145
Oneida	203	114
Rainham	125	140
Walpole	318	374
Cayuga	66	27
Cayuga North	106	71
Cayuga South	42	67
Canboro	110	53
Total	1,490	1,479
Thompson's majority	11	

Brome.—Mr. Dunkin has been elected without opposition.

FRONTENAC.—At the Frontenac nomination yesterday, Sir Henry Smith and Mr. Ferguson were proposed. The show of hands was so equal that the returning officer could not decide who had the majority, and a poll was demanded by both.

NORTH YORK.—Wells (Reform), 885; Jarvis, 227; majority for Wells, 658.

NORTH OXFORD.—Mackenzie's majority is 290.

WATERLOO.—Foley's majority, 370.

KENT.—McKellar, 1250; Northwood, 1179. Howarth, Oxford, and Romney to hear from.

WEST MIDDLESEX.—Second day, Scatcherd 1504; Moyle, 518. Scatcherd's majority, 1056.

EAST MIDDLESEX.—First day: Total, W. J. son, 681; Evans, 758. Majority for Evans, 77.

VICTORIA.—Dunsford's majority, 67. Four places to be heard from.

SOUTH OXFORD.—Brown, 1062; Cook, 167. Majority for Brown, 895.

PETERBORO.—Conger was yesterday elected for Peterborough by acclamation.

STONMONT.—Majority for Auld, 242.

ROUVELLE.—Poulin, 1,075; Drummond, 1,033. Majority for Poulin, 39.

Mr. McFarlane Elector.—With great measure we announced the final success of Mr. McFarlane and the final defeat of Daly. It has been a hard fight, but we fancy we have seen the last of Mr. Daly in Perth. All honour to Mr. McFarlane and his supporters. The following are the returns:

	McFarlane	Daly
Stratford	137	263
Dunwich	263	252
North Easthope	352	57
South Easthope	195	64
Ellice	185	224
Blanchard	238	314
St. Mary's	232	102
Nichell	79	89
Logan	168	286
Mirnington	199	265
Dina	64	64
Wallace	218	218
Hobart	234	43
Fullarton	43	
Total	2,286	2,942

## Members Elect.

UPPER CANADA.  
Cornwall.—Hon. J. S. M.  
Glenbury.—D. A. Macd.  
Dumfries.—Alex. Macke.  
South Hastings.—Lewis.  
South Wellington.—D. S.

Hamilton.—James Buchan.  
South Ontario.—Oliv.  
Huron and Bruce.—James.  
West Northumberland.—J.  
North Lanark.—Robert.  
Lincoln.—Wm. McEwen.  
South Simcoe.—T. Per.  
East Elgin.—L. Burwel.  
North Wentworth.—Wm.  
West Elgin.—J. Scoble.  
North Waterloo.—M. H.  
South Oxford.—George B.  
North Oxford.—H. F. Ma.  
West Middlesex.—C. Wil.  
East Brant.—J. Y. Brown.  
West Brant.—D. B. Wood.  
Kent.—McKellar.

North York.—J. P. Wells.  
Stornont.—S. Auld.  
South Wentworth.—J. H.  
Haldimand.—D. Thompson.  
Victoria.—J. Dunsford.  
Peterboro.—R. B. Conger.  
East York.—Amos Wright.  
East Middlesex.—C. Wil.  
Russell.—Robert Bell.  
Perth.—Robert McFarlane.  
London.—John Cuthing.

LOWER CANADA.  
Quebec East.—Huet.  
Argenteuil.—J. J. Abbott.  
Sherbrooke.—A. T. Galt.  
Montreal East.—G. E. Caru.  
Montreal West.—T. D. M.  
Montreal Centre.—John R.  
Champlain.—J. J. Ross.  
Lotbiniere.—Alex. Dufresne.  
Lotbiniere.—July.

St. Hyacinthe.—L. V. Sie.  
Terrebonne.—Labreche V.  
Pontiac.—Pouppore.  
Rimouski.—Sylvain.  
Quebec County.—Evanthel.  
Three Rivers.—Turcotte.  
Quebec Centre.—Thibault.  
Quebec West.—Allen.  
Compton.—J. H. P.  
Montreal.—Joseph Dufresne.  
Huntington.—L. B. Somer.  
Brome.—C. Dunkin.  
St. John's.—Bourassa.  
Barnston.—Laframboise.  
Rouville.—Poulin.  
Montmorency.—Jos. Cauchon.  
Dorchester.—H. L. Langevin.  
Drummond and Arthabaska.  
Montmagny.

Six thousand persons were recent.  
Bologna as being highway robbery.  
The alarming increase of smuggling attention in England.  
Nine out of eleven cotton  
River, Mass., have stopped running material.

A diabolical attempt was made  
State House at Springfield Illinois night.

Nineteen thousand widows have  
pensions, at Washington. 40  
have been killed in the Civil War.

The Quebec Agricultural Society  
Vindictor have imported from  
through bird shot, corn, and

Paris and Madrid will be come  
way in July 1864. The Pyrene  
be effectually abolished by steam.

Mr. and Mrs. Charles Keen  
accounts giving farwell party  
London, previous to their departure  
travels.

Lord Stamford's stud of 80, in  
which he hunted the Queen's hounds  
sold at auction for 13,000 guineas  
brought 530.

Two tons and a half of oysters  
stripped from the copper bolt  
French iron clad frigate La Gloire.

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19 Jun 1863

HDS ATTENTION NEGATIVE

LITH B + LH

see also 3 Nov 1865

Reasonable.

per Annum,

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## THE DAILY GLOBE, TORONTO, TUESDAY, DECEMBER 13, 1870.

RHODE ISLAND  
"RINGING BELL"

GLOBE Dec 13, 1870

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if anything were omitted, it should be noticed, pleased to hear the re- member for South restriction caused by a district. Although as a member of the it his duty to speak out, regretted that the At- not in his place, in order something concerning the had voted with respect a district. Having in which trans- action with the member it his duty to visit the he described. The ty and he (Mr. Lyon, rney-General, and re- of that gentleman d be done. He knew received \$5,000, and offers would receive asked for a loan of could find good secu- of \$50,000 to those Government for their ted his belief that this any grant that might rney-General said it oral to give the relief advance \$100,000 for ff the County Council e (Mr. Lyon) replied d guarantee it, but that the banks had cent. The Attorney- the money would be and that there could s those he had pro- were referred to he, buried district them; and said the loan even at four a way they were to be place. He felt very which had been so by the leader of the car). He might say Opposition as well as himself had forwarded Relief Committee. He the sympathy he re- rney-General was that the Almighty way." (Laughter.) u) made was "I am ree know in that cent for three th. There was ap- Loca Government of was that although the Segueny district, contributed, still the let the deputation go contributed \$5,000.

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of the day. He was quite willing to leave the matter in the hands of the Government. He was an earnest advocate for the new Election Law. He had been himself a victim of the old law, having been kept out of his seat two years by its dilatory action, and consequently would support the Government in the introducing a new Bill for dealing with controverted elections. He thought his constituency would approve of his conduct.

Mr. MURRAY considered that the Ottawa district had been somewhat neglected, and he hoped it would receive attention. He trusted that the municipal loan funds would be distributed at an early period, since many municipalities were wanting the assistance of the fund. He thought that those members who opposed the Government stood in their own light. (Laughter.)

Mr. MATCHETT regretted the personal character of the debate. He had always supported the Government.

Mr. CROSBY regretted that there was no reference in the address to a timber policy. It was one of the most important questions they had to deal with. The licence being granted for one year only, there was not that attention paid to the preservation of timber that was desirable. He had seen more direct adherence to party on the other side of the House, although every Conservative member, on rising, expressed his anxiety to get rid of party. He had promised to give the Government a fair trial, but in the first session they brought down a free grant policy, which showed at once so close a policy on the part of the Government that he was compelled to support the more liberal propositions of the Opposition. (Hear.)

Mr. CURRIE entered into some explanations with regard to the completion of Confederation, contending that the Attorney-General was justified in forming his Cabinet in the manner he had. He also applauded the action of the Commissioners of Public Works, and Crown Lands, in personally visiting various parts of the country. After referring to the free grant districts, he considered it unfortunate that the hon. members for Lambton and South Bruce had stated their conviction that it was advisable even to strain a point to keep up party. He was not altogether in favour of the grants to railways; he thought that a part of the surplus could be well applied to granting additional subsidies to common and grammar schools, and to the agricultural societies of the country. He also suggested to the Government that the statutes should be distributed free to the municipal officers; and that the Journal of Education should be discontinued. He was in favour of a more vigorous immigration policy.

Mr. REED supported the policy of the Government as a whole, and was in favour of opening up the back country by means of railways.

Mr. CRAIG (Glengarry) did not think it was right that the Government should expend all of the large surplus in the new districts. The older sections that had contributed their share to this surplus had a right to their share in its distribution. He considered that the Government had acted rightly in stipulating that the timber should be preserved in free grant lands. If the timber were to be given to the settlers, there would be a rush to these lands by people not intending to settle, and who, as soon as the timber was cut down, would leave. He thought that our young men made a great mistake in leaving for the United States. In his own country he knew those who had to send money to the States to bring home their young men. There was every inducement for our young men to remain in Canada, and they had every opportunity for self-advancement. (Hear, hear.)

of the Ottawa is very fair this season. The following prices are obtained:—Mink, \$3 50 to \$4 00 each; martin, \$1 00 to \$1 50 each; beaver, \$1 25 per lb.; otter, \$5 00 to \$8 00 each; raccoon, 15c to 40c each; wolverine, \$25 each; red-fox, \$1 00; fisher, \$5 00.

A large gathering of the members of Knox Church, Port Dover, met at the mass a few evenings ago to give their pastor, the Rev. W. Craigie, and family a surprise. After about a hundred had done justice to a sumptuous table, Mr. Craigie was presented with gifts to the value of over \$100.

Burglars blew open the safe of Mr. Morris, flour merchant, Hamilton, late last Saturday night and took off \$170 in money. An attempt had been made on the same safe some time before and since then no money had been left in it until Saturday night, which makes the affair look a little mysterious.

An old man named Alex. McLeod, supposed to be from Michigan, fell on the track while trying to get off the train at Paris on Saturday last, and had his foot fearfully crushed. He was taken to the city hospital in Hamilton where his foot was amputated at the ankle.

A Manitoba correspondent writing about the middle of November says that common labourers were receiving eight shillings (two dollars) per day; carpenters 10s. to 12s. The hire of a horse is \$3 per day. A tin-smith or two would do well, also a few blacksmiths, engineers, carpenters, cabinet-makers, saddlers, shoemakers, &c.

The body of a man named Wm. Bundy was found in the woods near the St. Catharines and Merriton road last week. He has been missing since the 25th of November, and it is supposed he fell down in a fit, which he was subject to, and died from exposure and exhaustion. He was from England, and only two months in the country.

Mr. A. D. Ferrier, M. P. for Centre Wellington, has been for many years County Clerk of the County of Wellington, and on last Saturday he tendered his resignation of that office. A committee has been appointed to frame a complimentary address to be presented to Mr. Ferrier previous to his departure for the old country.

A New York paper announces that the Great Western Railway of Canada has recently received sixteen new locomotives from the Rhode Island works and sixteen more are to be finished during the present month. The fire-boxes are built of steel, and everything about them composed of the very best material. They are furnished with the arrangement for keeping the bell constantly ringing while the engine is in motion, the invention of a Detroit mechanic engine superintendent.

Cabin passengers per steamship *Pruden*, from Quebec to Liverpool:—Mr. James Mackay, Mr. W. D. Hamilton, Mr. John Kay, Mr. J. B. Stevenson, Mr. A. O. Sutherland, Mr. S. B. Fish, Mr. J. S. Warnock, Mr. A. Lamarque, Mr. Plamondon, Mr. A. O. Seath, Mr. A. Haldane, Mr. Geo. G. Francis, Mrs. Ed. Fisher, Miss Hoole, Lieut. C. G. Smyth, 60th; Mr. Thos. Bovey, Mr. J. Wilson, Montreal; Mr. Wm. Luce, Mr. Brownlee and Dr. Young, 60th; Quebec; Mr. Jones, Miss Strahan, Miss Peebles and two nephews, Mr. Flint and Mr. Robertson, Toronto; Mr. J. Lookhart, London; Mr. J. J. Williams and Mr. John Hansell.

A fine young lad named Malcolm Robinson, aged about thirteen, son of Mr. Andrew Robinson, of the township of Markham, was killed on the Toronto and Nipissing Railway at the gravel pit, near the village of Markham, on Saturday last. At this point there is a narrow cutting, and it appears the boy jumped from the bank upon a loaded gravel car, but slipped off between the car and the bank. There is only a narrow

## Commercial

MONDAY, DEC. 12, 1870.  
COLD IN NEW-YORK.

The range of the market to-day was from 110½ at 10 a.m. to 110½ at 3 p.m.

sterling exchange, 110½.

## LIVERPOOL CABLE MARKETS.

The latest cable report from Liverpool, dated 10th, 8 p.m., quotes—

Rice	25s	6d
Red Winter wheat	10s	0d
White do	11s	0d
Oats (European)	5s	0d
Barley	5s	0d
Oats	2s	11d
Pork	3s	0d
Lard	11s	0d

## THE PRODUCE MARKET.

The attendance on 'Change to-day was small, and scarcely any samples were offered. In the afternoon there was a sale of 100 barrels superfine and 100 barrels extra, but the terms were strictly private. The demand is altogether local; but choice brands, in limited quantities, would sell at full rates. 300 barrels extra, from new wheat, offered at \$5 00 at a point east, with \$5 50 bid and refused. Wheat is in demand, but buyers and sellers differ about prices; holders ask \$1 15 to \$1 16 for sound spring, and \$1 25 for Boules. In our last report a car load of spring was said to have been sold at \$1 16—the price should have been quoted \$1 15. Barley remains unchanged; none offered, and no sales reported.

FRAS—There was a sale reported to-day of two cars at 68c in store.

OATS remain quiet, without any sales reported. Car loads are worth 45c to 46c on the track.

## STREET PRICES.

Owing to the snowstorm of last night, and the subsequent thaw, the roads were unfit for travel this morning. We had therefore, no receipts.

## CORN EXCHANGE REPORT.

December 11th

WHEAT—Receipts per rail, 850 bushels. Market inactive. Holders asking \$1 25 for choice white; \$1 30 for treadwell, and \$1 16 for spring without including sales. The heavy snow last night, followed by a thaw this morning checks such small deliveries on the street market as usually take place on Monday, and there is nothing doing.

BARLEY—Receipts per rail, 110 bushels. There is a fair inquiry for good brands of superfine, and the higher grades but very little offering, and no sales reported.

OATS—Receipts per rail, 215 bushels. Market inactive. No sales reported.

FRAS—Receipts per rail, 730 bushels. Buyers offer 60c for No. 1 barley, for which holders ask 63c. No sales reported.

FRAS—Nothing doing, saleable at 64c.

## GRAIN IN SIGHT.

The *Financial Chronicle* of the 10th inst. gives the following statement of the quantity of grain in store and in transit in the United States, Montreal and Toronto, on the dates indicated:

	Wheat, bush.	Corn, bush.	Barley, bush.
In store at New York	2,974,038	139,711	474,217
In store at Albany	11,200	0,000	125,100
In store at Buffalo	705,700	118,000	314,800
In store at Chicago	1,522,890	537,523	510,134
In store at Milwaukee	536,215	13,681	12,561
In store at Toledo	215,718	91,618	5,573
In store at Detroit	80,282	10,683	1,000
In store at Oswego	500,000	75,000	80,002
In store at St. Louis	206,202	9,810	5,580
In store at Toronto	63,413	670	91,990
In store at Montreal	502,010	23,900	8,205
In store at Boston	24,388	151,614	58,138
Afloat on lakes for Buffalo and Oswego	55,025	200,087	10,450
Afloat on New York Canal for tide water	592,792	80,881	506,928
Rail shipments for the week	92,912	211,130	14,375

	Total in store and in transit Dec. 3, '70.	Do. Corresponding week, '69.	Do. Nov. 19, '70.	Do. Nov. 12, '69.
Do. Corresponding week, '69.	3,480,857	1,667,828	2,224,508	880,841
Do. Nov. 19, '70.	3,627,823	1,297,429	3,010,630	881,573
Do. Nov. 12, '69.	3,221,346	1,656,824	2,861,573	881,573
Do. Oct. 29.	10,430,793	2,127,924	2,556,248	881,573
Do. Oct. 22.	10,811,192	2,806,928	2,286,248	881,573
Do. Oct. 15.	10,378,145	2,128,015	2,518,281	881,573
Do. Oct. 8.	8,308,980	2,806,912	2,545,508	881,573
Do. Oct. 1.	8,708,294	2,895,989	1,968,888	881,573
Do. Sept. 24.	7,414,023	2,128,249	1,581,003	881,573
Do. Sept. 17.	7,286,302	2,244,988	1,911,513	881,573

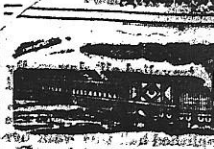
\*Estimated.

## MONTREAL MARKETS.

(By Telegraph to the Globe.)

MONTEAL, Dec. 12  
FLOUR—Superior extra, 90 00 to 92 00; Extra, 88 00 to 90 00; Family, 85 75 to 88 00; Welland, Canal Superfine, 85 00 to 90 00; Superior No. 1 Canada wheat, 85 00 to 90 00; No. 1 Western wheat, 85 43 to 85 50; No. 2 Western wheat, 84 90 to 85 00; Bag Flour, 85 43 to 85 50.

## Railway



## GREAT WESTERN

## NOTICE TO THE

The Toronto Br

BETWEEN

HAMILTON AND

WILL BE

CLOSED FOR

ON

SATURDAY NEXT, 17th

FOR THE PURPOSE

CHANGING THE GAUGE

Passengers for and from Toronto

go via Guelph.

W. K. M.

General

Chief Office, Hamilton, 12th Dec

1870

ST. LAWRENCE AND OTTAWA

12 Hours TORONTO to

7-8 Hours MONTREAL

3 Trains each way daily, on

Trains on the Grand Trunk R.

Fredericton, as follows:—

PRESCOTT TO OTTAWA

Distance

STATIONS.

No. 1

Express

G.T.R. } Toronto, dep. A.M. 8.00

Montreal, ar. 8.00

Prescott Wharf, dep. P.M. 1.15

Prescott Junction, ar. 1.25

64 Ottawa, arrive 5.45

OTTAWA TO PRESCOTT

Distance

STATIONS.

No. 2

Express

Ottawa, depart A.M. 9.30

Prescott Junction, ar. 11.30

64 Prescott Wharf, ar. 11.50

G.T.R. } Toronto, ar. P.M. 11.30

Montreal, do. 11.30

NOTICE AS TO FREIGHT.

Our Pitt has been provided at Prescott

freight loaded in Chicago, and on

on Change-Gauge Cars, can be sent

without transshipment.

A FLOATING ELEVATOR has been

Prescott Wharf for the transshipment

vessels to the Company's cars.

THOMAS HAYNOL

Manager

K. LUTHER, Superintendent

51st November, 1870.

## CANADA CENTRAL

AND

BROCKVILLE AND OTTAWA

Alteration of Trains commencing