



UNDER CONSTRUCTION IS FROM VICTORIA TO ALBERTA. At the former place it leaves the Grand Trunk Railway at the 342nd mile from Montreal, and the distance from the junction to the town line between Luther and Arthur, which is the terminus of the first section at present, is a little short of 64 miles.

Upon the whole length of this line there are only three places where anything approaching to heavy works are met with—1st, at the crossing of the river Humber, in the township of Vaughan; 2nd, in the ascent of the Caledon mountain, extending over a distance of four miles; 3rd, at the crossing of the Grand River, in the township of Amaranth.

The only bridges of any size are those over the River Humber, consisting of six spans of 50 feet each, and one span of 33 feet 6 inches, built upon stone abutments and piers; the River Credit bridge in Caledon, one span of 40 feet and 12 trestle work spans of 16 feet each; the Grand River bridge, two spans of 63 feet each and five spans of trestle work 25 feet each; and the Beane Creek trestle bridge, one span of 40 feet, and ten spans of 20 feet each. There are a few trestles, all but two of which are small in size, the exceptions being one of ten spans of 20 feet each over "Duncan's Ravine," and one of seven spans of 20 feet each over "Brown's Ravine."

The contract for grading was placed in the hands of Mr. Frank Shanley on the 18th of November last, and since that time the work done by him extends over the whole 64 miles of line, and consists of the whole of the clearing being completed, the grubbing and digging being finished with the exception of say 20 miles in all, the fencing to the extent of about 25 miles, the bridges and trestles over the first 40 miles, and half the small trestles on the remaining 24 miles, the grading, culverts, and cutting guards over a distance equivalent to about 50 miles, and the delivery of the ties for the whole 64 miles.

The tanks and tank-houses are now in course of construction, and the wells are being sunk for the necessary supply of water.

The contract for ballasting and track laying has been awarded to Messrs. Warlop & Co., of Brockville, and they will have everything in readiness for commencing work this week.

The tenders for the construction of station houses will be sent in on Monday next, the drawings for them having been prepared and in readiness for some time.

The railway has received from Sir Charles Fox & Sons, of London, 1,300 tons of rails and fish-plates have been already shipped for the company, and that the quantity required for the whole of the line as far as Arthur will have left England before the end of the month of October.

Two locomotives have arrived, and are put together ready for running, and a third is daily expected to arrive, which is on board the *Euromed*. These have been built in England by the *Kvonside Engine Company* of Bristol, and the two delivered show very good work. A further contract for five more locomotives has been given to the *Kingston Engine Company* of Canada, and two of these are to be ready during the current year.

The cars now in course of construction by Messrs. Dickey, Neill & Co. consist of 40 passenger cars and eight passenger cars, calculated to accommodate 44 passengers each, and built to a length of 33 feet. These, as well as the passenger cars, are fitted with 6 wheels, and with radial axles, and an arrangement by which the wheels of the car are brought down to a distance of only 2 feet 6 inches from the rails. Box cars are also being constructed, 45 feet long, 8 feet 6 inches high, and are capable of carrying five or six tons each. The platform cars are 20 feet in length by 8 feet in width, and are capable of carrying a load of ten tons. Messrs. Dickey, Neill & Co. have several of the latter ready for use, and they will be running in the course of a few days.

On the whole, I think the Directors may congratulate themselves on the fact that within twelve months, or thereabouts, of their letting the first contract for the works, they will see 64 miles of line graded, 40 miles completed and ready for traffic, the

work will be done in a very short time, and the money, and was terminable at any time on the 30th of the month. Mr. Brown declined to ensure the Board for entertaining these offers. It is true, they were all at very high rates; but it was only a very small portion of the capital that was wanted in this way, and for a very short space; and it was all-important to have a section of the road in successful operation. The borrowed money was to secure this, and when this was achieved plenty of money would be forthcoming at very different rates from those now demanded. However, they were now unembarrassed by any existing negotiations, the directors could have the coast clear to re-open negotiations—and he did not fear but they would profit by the fact and secure a good arrangement. Mr. Brown concluded by urging earnestly on all concerned that by-gones should now be cast aside and forgotten, and a new campaign for the completion of the road to Arthur and its extension through Bruce and Grey zealously and unitedly entered upon.

Mr. JOHN MACDONALD followed in the same strain. He believed that they had some of the very best men of the city on the Board, and that the Shareholders found nothing in what had been done to lessen their confidence in them. The funds that had broken out among them were deeply to be regretted, but they rested on nothing more than wounded feeling; and there was really nothing to prevent their all joining cordially together once more for the success of the enterprise. He and others had been induced to take stock in the road on the strength of the confidence they had in the gentlemen who constituted the Board, and for one he would regard it as a great misfortune if any of them were to be left off the new Board. Mr. Macdonald concluded by urging that Mr. Gordon and Mr. McMaster should retire and agree upon a list of gentlemen whom all their friends could agree upon, and have them elected by acclamation.

This suggestion seemed to be highly acceptable to the shareholders present—but Mr. Gordon and others positively refused to acquiesce in any compromise.

Mr. LUTHER then threw himself into the breach, and most handsomely agreed for the sake of harmony, to make way for any gentleman whose election might secure unanimity.

Two vacant seats were thus obtained for new Directors. A heated discussion arose, and it became evident that nothing but a ballot would settle the trouble.

A motion of cordial confidence in the President and Directors, and thanks for their services, was then proposed, and carried unanimously.

A motion for the payment of \$1,000 to the President for his services, and \$5 for each meeting to the Directors, was then proposed. Mr. Gordon declined accepting any remuneration for his services while the Company was in its present straits; and the other part of the motion was carried.

Messrs. Hekins and Cathanach were then appointed Secretaries, and the ballot for new Directors proceeded.

At 6 o'clock the poll was closed, the votes counted. The scrutineers announced that the following gentlemen were elected:—

Mr. John McMurich	2,141
Mr. John Gordon	1,437
Mr. C. J. Smith	1,435
Mr. J. C. Smith	1,418
Mr. Wm. Conderman	1,347
Mr. A. B. McMe	1,347
Mr. H. Howland	1,257
Mr. John Morrison	1,165
Hon. D. L. Macpherson	1,134

Votes were also cast for Messrs. Thomas Lobb, Neph B. Nabart, Frank Smith, John Taylor, S. A. Oliver, Capt. Thomas Dick, and D. H. Dickson, but the numbers for these gentlemen fell below those given above.

Protests were entered against one hundred proxy votes on stock held by Mr. King, and two hundred votes on stock held by the President in trust. The former votes were not counted; the latter were.

The meeting then adjourned.

The new Board of Directors meet to-day to elect a President and vice President.

There was no appearance of any special quality in the wheat, and the few extra reported were not of the best quality. On Friday, 100 bushels of No. 1 hard red wheat, No. 1, sold at \$1.00; No. 2, at \$0.95; No. 3, at \$0.90; No. 4, at \$0.85; No. 5, at \$0.80; No. 6, at \$0.75; No. 7, at \$0.70; No. 8, at \$0.65; No. 9, at \$0.60; No. 10, at \$0.55; No. 11, at \$0.50; No. 12, at \$0.45; No. 13, at \$0.40; No. 14, at \$0.35; No. 15, at \$0.30; No. 16, at \$0.25; No. 17, at \$0.20; No. 18, at \$0.15; No. 19, at \$0.10; No. 20, at \$0.05; No. 21, at \$0.00; No. 22, at \$0.00; No. 23, at \$0.00; No. 24, at \$0.00; No. 25, at \$0.00; No. 26, at \$0.00; No. 27, at \$0.00; No. 28, at \$0.00; No. 29, at \$0.00; No. 30, at \$0.00; No. 31, at \$0.00; No. 32, at \$0.00; No. 33, at \$0.00; No. 34, at \$0.00; No. 35, at \$0.00; No. 36, at \$0.00; No. 37, at \$0.00; No. 38, at \$0.00; No. 39, at \$0.00; No. 40, at \$0.00; No. 41, at \$0.00; No. 42, at \$0.00; No. 43, at \$0.00; No. 44, at \$0.00; No. 45, at \$0.00; No. 46, at \$0.00; No. 47, at \$0.00; No. 48, at \$0.00; No. 49, at \$0.00; No. 50, at \$0.00; No. 51, at \$0.00; 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Nov 11 1870

Toronto Leader

## NARROW GAUGE RAILWAYS.

## AN AMERICAN TOUR OF INSPECTION.

The attention of the American people has been drawn to what promises to be a successful working of narrow-gauge railways in Canada, and they are watching with interest the progress of the experiment. The *Buffalo Courier* publishes a long statement in regard to the light railways of Wales, Sweden and Queensland, and then proceeds:—

"Progress in railroading cannot long be confined to the older countries, and two years ago two companies were formed in Canada to build roads on the three feet six inch gauge, which seems to have been generally settled upon as the most available. These roads are known as the Toronto, Grey and Bruce, and Toronto and Nipissing railways. Each runs out of Toronto, and the former will be built to Mount Forrest, ninety miles northwest of Toronto, whence it is proposed to bifurcate it and run to Kincardine, on Lake Huron, and Owen's Sound, on the Georgian Bay; while the latter will run northwest from Toronto to Cobocouck, a distance of eighty-five miles, and thence to Lake Nipissing, a total distance of two hundred miles. Without further explanation, at present, in regard to these roads, we will say that the directors of the projected

## BUFFALO AND SPRINGVILLE ROAD

had their attention called recently to the narrow gauge system, and having examined reports and taken testimony on the subject, were so favourably impressed with its success and its availability for their purpose, that it was decided to send a party to Toronto to inspect the roads in operation there. Thursday afternoon, Salmon Shaw, Esq., President of the Buffalo and Springville road, and Messrs. Charles Shuttleworth, Bertrand Chafee and Hugh G. Leland, directors, accompanied by David Bell as consulting engineer, and a reporter of the *Courier*, invaded the Queen's Dominions in search of information. Toronto was safely reached in the evening, and the next morning the party repaired to the headquarters of the narrow gauge roads, where they formed the acquaintance of Mr. Edmund Wragge, the gentlemanly and accomplished resident engineer. Mr. Wragge and other officials, extended to the visitors every courtesy, and expressed more than a willingness to afford them every facility in their investigations. The

## TORONTO, GREY AND BRUCE ROAD

was selected as the one to be specially examined, and in describing what was seen and noted on its line, we also describe the Toronto & Nipissing, which is its counterpart. Conveyances were procured, and the party, accompanied by Mr. Wragge, drove to Weston, a distance of nine miles, the point where the Toronto, Grey & Bruce roads taps the Grand Trunk, and from whence a third rail, conforming to the gauge of the new line, will be laid into the city. At Weston a construction train was found, with its iron horse "hooked up," and on this the visitors were given a ride over the road as far as completed, a distance of about fourteen miles. Before speaking of the trip, we shall say a few words as to the peculiarities of the road and its rolling stock. In the former there was nothing striking beyond the facts that the rails were lighter than those in ordinary use, and that the marked decrease of the width between them made the iron highway look like a toy road. So with the rolling stock—it was, in general, like that to which we are accustomed, except that everything was reduced in size in proportion to

## THE ROYAL FAMILY.

## QUEEN VICTORIA AT HALLOWE'EEN.

The Dundee *Advertiser* of Nov. 4 reports from Balmoral as follows:—

"The time-honoured festival of Halloween was observed at Balmoral Castle, and partially in the surrounding district, on Monday evening. At a quarter to six the tenantry and servants on the eastern portion of the estate made their appearance by the approach, each bearing a blazing torchlight. Marching past the front of the castle in regular order they proceeded to meet those of the western portion, who by this time were coming in view of the Boatpool. The scene presented as the party came along the head of the road there was very imposing. When all had met in the park, to the number of upwards of 200, the spectacle was heightened in effect by the darkness of the night. Headed by Her Majesty's piper the company returned in marching order by the approach to the front of the castle, where they piled their torchlights, and, with an abundance of ready fuel at hand, made a tremendous fire instantaneously. Dancing was at once begun by the stalwart kilts lads, who tripped a Highland reel, with blazing torches in their hands, with an energy and spirit rarely equalled and never surpassed, the stirring strains of the bagpipes infusing heartiness and zest in a marked degree.

"Her Majesty was outside watching the movements with seeming interest and satisfaction. Before the party left to continue dancing in the iron ball-room the health of the Queen was drunk with true Highland honours, and the different members of the royal family and the Marquis of Lorne were afterwards heartily pledged."

## THE ROYAL MARRIAGE.

The *Court Journal* has the following *appropos* of the approaching royal marriage:

"In the reign of Queen Anne, John Campbell, Duke of Argyle, was a Knight of the most Ancient Order of the Thistle; his grace quitted the order on being created a Knight of the Most Noble Order of the Garter. The entry on that occasion was 'John Campbell, Duke of Argyle and Greenwich.' John Campbell, Duke of Argyle and Greenwich, on the 3rd of June, 1725, was appointed, during pleasure, a Master-General of the Ordnance. This was at that time a very important office of trust and patronage. In 1701 the list of peers of Scotland includes Archibald Campbell, Earl of Argyle; Lord Inverary, Mull, Morvern and Tyrie, Viscount Lochawe and Glenista, Earl of Campbell and Cowal, Marquis of Lorne and Kingtyle and Duke of Argyle, with remainder to his male heirs whatever. In 1706 Lord Archibald Campbell (second son to the Duke of Argyle), Lord Ormsay, Denoon and Arrois, Viscount and Earl of Islay (afterwards Duke of Argyle) extinct in 1761.

"In the long past days of Pope Innocent III., whose exertions in the cause of Christianity took various forms, there lived a plain, honest bishop, of the name of John Scott, who, in the year 1200, was presented to the bishopric of Dunkeld, who, by his eloquence and diligence, secured at once the approbation of the people and the archbishop. Taking advantage of his influence and popularity, he consulted with some zealous friends, who were equally with himself devoted to the work of the ministry, so as to remove any cause of jealousy. At the proper time the Rev. Mr. Scott prepared a memorial which he presented to his Holiness, that it would be necessary to erect, either in conjunction with or separate from the jurisdiction of Dunkeld a

## MANITOBA.

## THE COMING POLITICAL

The political campaign in Manitoba by a large and enthusiastic of the people in St. John the 3rd inst. Mr. William T. nan, was called to the chair. Coldwell acted as secretary. Ross having explained the meeting, Mr. Colin Inkster moved resolutions which have already been published in *The Leader*. Address delivered by Mr. Alex. Begg, Cunningham, Capt. Macdonald, Major Powers and Mr. James them urging union and harmony of past grievances and a general promote the prosperity of the under the guidance of the able act over them as Lieutenant-Governor.

Dr. CURTIS J. BIRD was next and addressed the meeting. His name having been brought forward in connection with the was not my intention to have. But having been asked, I come and say a few words. It necessary for me to preface my saying that I am a Red River man, such, have the interests of the closely at heart. My father's has received honourable mention others who have, in their day, the interests of the Red River (Cheers.) For myself, I may say that my desire and determination to follow in the footsteps of my revered father, and those whose name has been to be associated—for I believe that in acting thoroughly for the good of the country. (Cheers.) Our policy I have observed by the resolute, broad and liberal one. Our wish the whole people of the Province now act as one people. (Cheers.) interests must, as far as possible, be ed into one. Sectional differences or creed—let us entirely forget a party, our aim is, and must be, good of our common country—the all who come here, and cast in among us. (Loud cheers.) We the higher ground alluded to by—that we are all Canadians. We have now all that we could have expected in the way of representative institutions—if not more. (Cheers.) We have the best form of government under which we could live. (Cheers.) that remains for us to do is to do us all for the good of the Province, act fairly and honestly towards each other. Our policy is, to do what is right, fair by man and man—and that prevail and tell best in the long run. (Loud cheers.) There has been a good deal of talk of loyalty in the country, loyalty was a something confined to a few people in this Province. Get I should like to know, who is a party? I was born of British blood in this country—I am a British subject—the traditions of loyalty and patriotism have been handed down to me by my ancestors—and I defy any man to say he is loyal, and I am not. (Loud cheers.) Another cry which has been heard is Reform. But, let me ask, what is reform? We are just entering a system of representative Government. I think it will be quite time enough to "reform" when we have made some mistakes (laughter and cheers.) Reform something in the older Provinces, but as it is meaningless. Do not, gentlemen, let our cry be Reform, but let it be progress (cheers.) I have been speaking public as one of the candidates for

use, and that the marked decrease of the width between them made the iron highway look like a toy road. So with the rolling stock—it was, in general, like that to which we are accustomed, except that everything was reduced in size in proportion to the reduction in the grade. But one peculiarity should be noted. The distance from the rail to the top of the car platforms was only thirty inches, and in place of two trucks, one at each end, there were three axles, one of them in the centre, connected by radial rods by means of which a lateral motion was given to the axles, the effect being to readily accommodate the wheels to the sharp curves. The result of this improvement in running gear is to give each car, as it were, a joint in the middle, and to impart to a long train sinuous capacities similar to those of a jointed toy snake. In this regularity, and the decrease of resistance consequent upon a diminished gauge, the superiority of this class of roads centres. Other matters are in favour of the system, but the grand saving is in the cost of construction through this power of adapting narrow gauge roads to the country passed over. If a hill is in the way, instead of grading over it or boring through it, the narrow gauge road runs around it.

"In making the trip over the Toronto, Grey and Bruce all points were carefully noted by the practical and experienced gentlemen who composed the party of observation. It was remarked that the motion of the train was undulatory rather than oscillatory, in consequence of the comparatively light weight of the rolling stock, a fact which engineers say sensibly diminishes the wear and tear. On the short route travelled over, grades as heavy as 108 feet to the mile were overcome without apparent difficulty, and curves were rounded at a good rate of speed, the sharpest of which had a radius of 470 feet. In this respect, however, the capabilities of a narrow-gauge road were by no means satisfactorily tested, as it has been demonstrated, on the Festiniog road, that a train can travel over a curve of only 132 feet radius. This would scarcely be possible with a gauge of three feet six inches, but we are assured that on tracks of this width much sharper turns can be made than any existing on the Toronto, Grey and Bruce road. Several bridges were crossed on the route, one eight hundred feet in length and spanning a very deep gorge. The saving in the lightness of their construction was remarked; indeed, on casual view, they looked like rather shakling affairs, but those who built them knew what the demands upon them would be, and cut their coat according to their cloth. A very great economy in bridge structure must necessarily result from the introduction of a narrow gauge for railroads.

#### THE ROAD OF THE FUTURE.

"The impression made upon the minds of the party by their ride over the Toronto, Grey and Bruce was, on the whole, most favourable. What they had heard of, they saw in actual operation, and while some apparent errors in the line were taken note of, such as superfluous curves and faulty construction, these but aided in demonstrating the facilities of the system and could be avoided on another road. We truthfully represent the general conclusion arrived at, after observation and consultation, when we say that, for tributaries to

devoted to the work of the ministry, so as to remove any cause of jealousy. At the proper time the Rev. Mr. Scott prepared a memorial which he presented to his Holiness, that it would be necessary to erect, either in conjunction with or separate from the jurisdiction of Dunkeld a *quod sacra* or new bishopric, separating the district of Dunkeld from Argyle. The Pope, as was expected, regarded the proposal of the pious and worthy prelate and granted the prayer of the petition, so that Argyle became a separate see, with some of the neighbouring isles, such as Lismore, attached, and which were visited periodically by boat; indeed, it was very soon selected as headquarters and permanent residence of the new bishop. It was several years before the disjunction granted took place, when John of Leicester was Archdeacon of Lothian. The Dunkeld jurisdiction did not suffer by the arrangement; it was fortunate in securing a succession of good men. In 1214 Hugh de Sigillo became bishop of Dunkeld, and history has written his character—a charitable and humane man. Then, and since, he has come down to posterity as 'the poor man's bishop,' so that in 1214, as in 1870, there were bishops who cared for their 'cure of souls' (and from the peculiarity of the title it must be presumed also for their bodily and secular wants). The church was named after St. Molocus, who lived about the middle of the twelfth century; his bones are said to rest in some part of the edifice, which we enter is with careful tradition pointed out, and which Lorne and Louise will, no doubt, visit, for a sombre, reflective lesson, so much in unison with the repose and affectionate demeanor of their youthful lives, hallowed by the example of a royal mother, who often repairs to Frogmore to reflect on the secluded remains of the great and good. We abstain from saying a single premature word on the modern history of a family whose armorial shield will soon be emblazoned with augmentations of the highest order, further than that never mitre in the long line of the Bishops of Argyle pressed a brow more thoroughly developed by the arch of cultivated ability and benevolence than that which supports the circle of the ducal coronet so aptly upborne by his Grace who sustains the patrimonial title of Argyle."

#### A NEW BILLIARD WONDER.

The New York Times of Saturday has the following:—

"The debut of Mons. Albert Garnier, at Chris. O'Connor's rooms last night, was the most decided billiardistic sensation this country has ever known. The exhibition, as a whole, evoked the more enthusiasm inasmuch as it opened inauspiciously, quite a number of people leaving the house at an early hour, impressed with the idea that Mons. Garnier was no billiard player, and that they had been humbugged out of their admission fees. Those who remained to the close, however, entertained a different opinion of the French expert's abilities, and all departed satisfied with their outlay. Garnier's indifferent play at the outset was the result of over-anxiety and timidity conjoined. Realizing this,

system of repression I think it will "reform" when takes (laughter something in it us it is meanin let our cry be gress (cheers.) public as one of And let me say my interests against the idea will stand if re to refute the sla could get no on sent them. Au hope, as has be commencement wisely, moderate tainly must not boomerang of t almost inevitabl throws them (he here to-night a meeting—discuss —and resolving, the country, to de for the country (c of families here—the country 40 or identified with i glad to see such night, and if any tions to our platf to hear them state motto is, fair play

Mr. Donald A. S then, on motion of nated amid loud the House of Com separated.

#### MISCELLA

The *Manitoba* o condense the repor some interesting i which we copy:—

ST. NORBERT.—ARCHBISHOP.—Dur parish of St. Norb had a very handson of the residents of ful arch of evergr the main road, the i en masse to greet t sented him with a the reply, we give i

A MAD WOMAN.—piere, living on the the woods some ter madness. She car and some of her li For a week or so th any food to eat, and cried for it, shewhip When that failed sh ally had recourse t some men hunti g t Lapiere and her chil brought them into t

ARRIVALS FROM T Mr. Adam McBeath s and Mr. John McKay Both gentlemen, as here, have been at Albert Presbyterian Katchewan. They bi of the continued rays in some districts. At happy to hear, a very dians were vaccinated efforts were made to s

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1870

marked at, after observation and consultation, when we say that, for tributaries to main lines and local roads of short length, the railway of the future will not have a wider gauge than three feet six inches, and very probably a gauge considerably less may come in vogue. Mr. Bell, the consulting engineer of the party, and a gentleman in whose opinions on mechanical subjects all who know him have the utmost confidence, estimates that the saving in the first cost of a three feet six inch road over a five feet six inch road, is fully forty per cent, which tallies with the statements of some of the ablest engineers of the world that, taking the average of the circumstances under which railways are built, the cost will be found to vary nearly as the gauge. This is of very great importance, in the start; and afterwards comes the economy in working expenses, the saving in wear and tear, &c., items which amount to more, in the long run, than the reduction in the cost of building. We are, certainly, impressed with the conviction that the narrow gauge system will result in making the United States a complete network of local roads. Whether the idea will not, in course of time, be extended to trunk lines, doing a heavy business, is a question; but for short tributary roads the adaptability of the narrow gauge appears to be beyond peradventure. Experience has fully demonstrated the substantial economy of the system. Under it a road can be cheaply laid and maintained in the most difficult country, the saving in construction and maintenance amounting to from forty to fifty per cent, as the cumulative testimony of engineering talent, backed by experience, bears witness. We are free to say, that the officers of the projected road from this city to Springfield, who inspected the Toronto, Grey and Bruce, will make a report most favourable to the adoption of the narrow gauge for their purposes, and we consider it little less certain that three feet six inches will be the gauge of the Buffalo and Springfield. And of the latter fact there can be small doubt, as the enterprising village which will be the southern terminus of the line is thoroughly in earnest. In this case, the Buffalo and Springfield will take the initiative in the narrow gauge movement in this country.

#### THANKS.

"In behalf of the party from this country, we are requested and feel inclined to return special thanks to Mr. Edmund Wragge, engineer of the Toronto, Grey and Bruce, and Toronto and Nipissing roads; Mr. Dodsworth, superintendent of the T. G. and B.; and Mr. George Shears, of the Boston House, for courtesies extended."

Male Storm was the name of one of the candidates for sheriff in an Illinois county.

Pittsford Island now contains 66 inhabitants. There are 20 in the day school and 99 in the Sabbath school.

and timidity conjoined. Realizing this, the spectators began to encourage him by applause, and after a while he recovered his wonted confidence. The initial event of the night was a three ball game of 90 points, not down on the original programme. This contest, which no one had come prepared to witness, was a damper upon the ardour of the spectators. It was chiefly noticeable for miseries on the part of Cyrille Dion, who eventually pulled through, defeating his opponent, Amadee Guillette, by 4 points. Then followed a game of 1,000 points, four-ball caroms, between Cyrille and Garnier. The latter played excitedly for the first half dozen innings, and Cyrille, fancying he would have an easy conquest, became rather careless. Thus Garnier gained an opening, and, speedily making a run of 183, passed his antagonist. This run he followed with 72, 156 and 186, and the relative positions were: "Garnier, 717; Dion, 513." The latter was now evidently nettled, and strove hard to retrieve himself; but the balls he dealt so cavalierly with at the start would not now respond to his desires. In the twenty-seventh inning Garnier closed the game with a run of 82.

"The average of Garnier fails totally to indicate the meritoriousness of his execution after the first few innings. His most striking excellences were the frequency with which he brought the balls together, and the deadly accuracy of his *masse* shots. He attempted not less than twenty-five of the latter in the course of the game, failing but once and at every success 'calling down the house.'

"Afterward he executed a number of fancy shots, about one-half of them being new upon this side of the ocean. Language is inadequate for the purpose of description, but an idea of Garnier's aptness for the purpose of description, and an idea of his aptness for this class of strikes may be gained from the fact that he uses sixteen balls where Carme and Rudolph were wont to use eight only. This shot, which is known as "billiards on the wing," consisted heretofore in making eight balls touch each of the four cushions, and range themselves finally within a radius of fifteen inches described at one corner of the table. Garnier last night did this with no less than sixteen balls, one following the other with lightning like rapidity. His demeanor throughout gained for him quite as many friends as his skill. Modest and retiring, he may not answer as a match-player, but as an exponent of the grander difficulties of billiards his success here is almost assured already."

We find in a London journal a report of the Commissioner of Police for London, giving an account of the capture and conviction of one William Simpson, a famous thief of London, who had accumulated more than \$59,000 by thefts. It is said that when arrested he was "connected with first-class thieves all over the world, and advanced money to them to go to foreign countries to commit robberies."

different play at of over-anxiety

in some districts happy to hear, a dians were vacated efforts were made Indians expresse service done ther by Rev. Mr. Nist

NEW FREIGHT A short description of the freight brought by the St. Paul's Benson, 134 miles thence conveyed teams to Fort Ab arriving on 3rd route being operated by Hill, Griggs & Co. Benson and Fort was entirely over had never been put time necessary will be in time for freight, and gers, the detour passage being done had fallen between and the accident route is superior to avoids the fearful place to Alexandria cart travel between River by seventy Co. are building a boat, 110 feet on This vessel will spring, and her stirring season's merchandise. It voyage between Gary will be with five days for each St. Paul's within Perry estimates t Fort and Fort Ab miles, and reports accomplished in hour of actual sail ten days owing to west winds He terms of the cou ceived from the I toms at Port Huron Custom Officers from the officers regular army. Th age of this descript exciting character, ception to that gen regrets that he mi tunity for making river for the use of it, as no surveys at idea of its charact all reckoned by l confess to be pilots where the obstruct affluents, are to be from the common nothing beyond th asteristic of all fro that the netw

and havin  
*Globe's* own words — "declaring in general terms the right of the Dominion to determine the amount of all expenditure chargeable on the public funds." Isn't this dreadful? But the wickedness of the thing is but half exposed. Subsequently the Attorney General voted to add the following words to the resolution: "No further grant should be made beyond those made by the Union Act, &c., for the support of the Government or Legislature of any of the provinces." What could equal the iniquity of voting for this resolution, particularly when we remember that it was moved by that lovely Clever Grit, Mr. OLIVER, of North Canada? What, we may ask, would suit *Globe's*? Had Mr. MACDONALD voted against Mr. OLIVER's resolution: what then? But he voted *for* it; and yet he is condemned. And why? Listen to it all ye unterrified unwashed. *The Government accepted Mr. OLIVER's rider!* We humbly submit that the fact of his being in company with so consistent a Grit as Mr. OLIVER ought to relieve Mr. SANDFIELD MACDONALD from all suspicion in this matter, even though the Government were wicked enough to accept the rider.

The facts of this case are of a nature which, if the Grits had any decency in them, would cause them to utter their plaints in a subdued tone. Nova Scotia was on the point of rebellion, because her leading men declared she had been treated unfairly, in a financial point of view. By the Act of Union, Messrs. HOWE and McLELLAN went into the matter with Mr. ROSE and Mr. LANGTON and the result was an agreement affirming the right of Nova Scotia to "better terms." Concessions were proposed and accepted, and Nova Scotia dropped rapidly into line with the other provinces. The policy which dictated these concessions was prudent and politic. The only question was were they constitutional. Mr. HOWE, the eminent, who had previously declared it to be unconstitutional to use the Queen's name in provincial legislation, said No; and the *Globe* now reports his positive declaration: *but the two officers of the Crown in England said Yes.* The Government was sustained by the highest legal opinion of the realm as to the legality of its action, and the political consequences here amply justified the step which had been taken. How far Mr. SANDFIELD MACDONALD was mixed up in all this we hardly think it worth while to enquire; but, really, if the *Globe* has painted his sins in connexion therewith in their blackest colour, we see nothing to justify the work of the artist, but rather the contrary. "Cowardice and hypocrisy" are strong

dance of the people.

## THE TORONTO, GREY AND BRUCE RAILWAY.

At the invitation of the President and Board of Directors, a number of gentlemen who, in one capacity or another, have taken considerable interest in the narrow-gauge railway, made a trip over the Toronto, Grey and Bruce road to within two miles of Bolton Village, on Saturday last. The length of line run over was altogether some nineteen or twenty miles. A Grand Trunk special conveyed the party to the Weston Junction, where a narrow-gauge train was in waiting. The engine used was the "A. R. McMaster," in compliment to the late Vice-President. The passenger cars of the line not being yet ready the excursionists were conveyed in brake-vans, short cars used for construction purposes, and a platform car. The road was found to be partially ballasted a couple of miles beyond Woodbridge, which is a station some twelve miles from the Junction; and over this portion of the road, even under the disadvantages of incomplete ballasting and new vans, as high a rate of speed as 25 miles an hour was reached. With the exception of the means used to overcome the difficulties of the Humber valley there was nothing in the road or the mode of construction to attract particular attention. Here the advantages of the narrow-gauge system were apparent. The track winds around the numerous hillocks which are met with in a way which in Canada least possesses considerable novelty. First a curve to the right, then to the left, then to the right again, and so on until some miles of exceedingly difficult country is traversed by means of an expenditure of money but trifling compared with what it must have been if any other mode of overcoming the physical difficulties of this portion of the route had been adopted.

Passed the partially ballasted portion of the road, the train moved slowly until it came up with the trucks of the track layers, and the members of the party could see the still un-ironed road beyond. Good progress is being made both with the track-laying and the general work of construction. It is proposed to reach a good gravel pit some five or six miles beyond Bolton village, with the rails, before the winter closes in. Mr. SHANLY has a considerable portion of his contract to Arthur completed, but as he is only required to keep clear of the track-layers he will, in all probability, not finish this portion of the work before the spring. It is proposed to carry freight between Bolton village and the Junction during the winter—indeed some freight has already been carried over the line between

before them and behind them, our hear-  
 ills with vexation, and we hate to pen  
 word. We have always clung to the hope  
 Micawber like, that something would turn up  
 for the oppressed French but that something  
 has not yet come, nor does it seem likely  
 soon to arrive. The hope of Garibaldi and  
 his Italian followers has evaporated: the  
 army of the Loire cannot fight against  
 superior numbers with any chance of suc-  
 cess, while the other armies in the North  
 and West appear to be little better than  
 myths. Nothing, in our humble opinion  
 remains but submission to the Prussians."

## A NARROW-GAUGE RAILWAY AT METZ.

The special correspondent of the London *Daily News*, writing from Metz after the capitulation, describes the armament and general appearance of Fort St. Quentin, the strongest of the fortifications of the city. He says that just outside of the fort, and at the bottom of a deep cutting, the French had constructed a railway the rolling stock of which was worked by a stationary engine and wire ropes. This line performed a very useful function prior to and during the siege in transporting building materials and munitions of war to the fort, and a continuation of the line performed the same service for Fort Plappeville. The correspondent mentions as interesting for railway readers to know that this line is constructed on the same gauge as the well-known Festiniog line, and that "it must have been of extraordinary importance during the building and siege operations."

## TROCHU WRITING TO THE POPE.

A letter has been received by the Pope from General Trochu, which was sent from Paris by balloon, and afterwards forwarded by courier. In this epistle the General expresses his sympathy for the Holy Father in the misfortunes which have fallen upon him, and laments that the present condition of France prevents her from coming to his assistance, but he is persuaded that the disability will soon cease. As for himself, he had determined to seek retirement as soon as he accomplished his mission at Paris, but the dethronement of the Holy Father by the Italian annexation has led him to abandon this resolution; and he will make it his next duty to restore the Pope his triple crown. Letters and addresses of adherence pour into the Vatican from all sides, and keep the Holy Father in a state of exaltation which renders him indifferent to present reverses.

## THE QUEEN AS A PRESBYTERIAN.

Although Her Majesty the Queen is the Head of the Established Church, which denies the validity of the "orders" of Presbyterian ministers, she herself seems to have no such scruples. She has lately committed an act which has filled with horror the breasts of the High Church party. We read: "Her Majesty received the Holy Communion in the parish church of Crathie on Sunday last. Although the Queen regularly attends the Presbyterian worship when in Scotland, we believe she has not hitherto been a communicant, and

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countries in which it was celebrated in all other countries. Story's Conflict of Laws, sec. 87a, 93b, and 113 were referred to in support of this. Mr. Harrison then proceeded to quote a number of cases from the English courts in illustration of the validity accorded to marriages celebrated according to *lex loci*. *Lady Herbert v. Lord Herbert*, 6 Haggert's cons. 269, where the marriage took place in Sicily; *Smith v. Maxwell*, Ryan and Moore, page 80; *Swift v. Knapp*, 303; *Pontier v. Freeman*, where the marriage took place at Antwerp, according to the law of England, and not according to the law of Holland, but was yet declared legal; and also another similar case occurring in Guernsey. He did not maintain that the converse of this was true universally, for there were some well recognized exceptions; the law of the country in which the marriage was solemnized could not be held to override the law of domicile where there was express prohibition by that law. This was illustrated in the case of *Egg v. Brock*, in which it was held that the statute with regard to marrying a deceased wife's sister was so broad as to cover British subjects in all parts of the world. The Royal Marriage Act was also an exception, as was any law which might sanction a marriage opposed to the principles of Christianity. There was only another exception, and that was where British subjects were resident abroad, and desired to contract matrimony, and the law of the country abroad provided no means whereby they could do so; they could then celebrate it according to English form, which would be valid with this view a law had recently been passed in England legalizing marriages in Ambassador's chapels, 4 Geo. 6th, c. 91, and 12 and 13 Vic, c. 68, *Eale v. Smyth*, 13 Brew 118, Sussex peerage case, 11 C. L. and C. 1521, *King v. Inhabitants*, 10 Earl 282, &c., were referred to. His learned friend wished to see the law extended to foreigners, but they had to consider the law as it stood. It was absolutely necessary that there should be legal capacity before a valid marriage could be celebrated, and this was shown not to have existed. The marriage took place in the common mode among the slaves in Virginia, and partook of nothing of the nature of a manumission. *Westlake's International Law*, page 330, (foot-note), and *Story, Conflict of Laws*, sec. 96. They were obliged to recognize the law of slavery for the purpose of deciding the case. His learned friend would have to import it into the case—parties had no license, but they were slaves, he might say—well, if they were, the marriage was void for want of power to form a contract, and if they were not viewed as slaves, then no license had been procured, and the marriage was consequently invalid. Slaves were unable to enter into contracts of any nature whatever. Again, he contended that the evidence failed to show that the parties regarded the marriage as anything but one of convenience.

Mr. Denison urged that this was not so.

His Lordship said it may have been his intention at the time to consider the marriage one for life, but his subsequent acts did not agree with this view.

Mr. Denison said that to go back to his wife in Virginia was to go back to slavery.

Mr. Harrison said the question was, could people intend what was not possible according to the law? This was a dry question of law, and on that ground must be decided.

Mr. Kingston followed on the same side, considering at length the three questions: Did the father and mother of plaintiff intend to contract what we consider as marriage? Secondly—Were they capable of contracting such marriage? And thirdly—If the foregoing questions be answered in the affirmative, was the marriage duly celebrated? He first defined marriage, quoting the case of *Hyde v. Hyde*, page 130 *Probate and Divorce Reports*, wherein it was held that marriage was the voluntary union for life of one man and one woman, to the exclusion of all others; it was something more than a mere contract; it conferred a position and status. Cases were referred to in support of this. The parties here were slaves, and might have been married twenty or thirty times without coming under the law. Then with regard to the conduct of the parties, the male slave, on attaining his freedom, married again, proving that there had been no intention to form any such union in the first case, such as we call marriage, but simply an agreement to cohabit so long as their master allowed. The evidence of Judge Crump, taken before the commission, showed the incapacity of the parties. *McNeil v. McGregor*, in *Shelford's Marriage and Divorce*, p. 363. The plaintiff appealed to a foreign law, which, when produced, was found to render the marriage invalid.

sat from noon.

## TORONTO, GREY AND BRUCE RAILWAY.

The introduction of the narrow gauge system into Canada, as our readers are fully aware, has met the most persistent opposition. It is needless to recall events well known. Step by step the difficulties in the way have been overcome, though oftentimes at the expense of a hard contest, and the public are now pretty well convinced of the adoption of the narrow gauge to our local necessities. The convincing and conclusive argument, founded on actual experiment, has, of necessity, hitherto been wanting, but we are happy to say, is now in a measure supplied. Though there has been as yet no formal opening of the Toronto, Grey and Bruce line, enough of the work has been done on it within the last week to place the success of the narrow gauge beyond all reasonable doubt. The "battle of the gauges," as far as regards local lines, is evidently about over, though we learn that the rival interests intend making a desperate and no doubt final struggle when the by-law granting a bonus to the narrow-gauge comes before the people of Grey.

The work between Weston and Bolton having reached an advanced state of completion, it was thought well that the proprietors should have an opportunity of seeing for themselves the condition of the line, and judging its probable capacity. Accordingly invitations were sent to the leading shareholders and other gentlemen interested in the enterprise to take a run over the line on Saturday. The following gentlemen were on the trip—others to whom invitations were sent were prevented by previous engagements from attending:—Hon. M. C. Cameron, Hon. D. L. Macpherson, Hon. John McMurich, Mr. John Gordon, Mr. J. G. Worts, Mr. A. E. McMaster, Ald. Dickey, Mr. A. W. Lander, M.P.P.; Mr. G. W. Yarker, of the Montreal Bank; Mr. H. S. Howland, Ald. Baxter, Mr. B. Homer Dix, Capt. Dick, Mr. W. H. Jacques, Dr. Ross, Mr. McMillan, and Mr. Yeoman, of Mount Forest, Mr. Brooks, editor of the *Chicago Railway Review*, and others. A Grand Trunk "special" took the party to Weston, where a train of narrow-gauge, consisting of three van cars and a couple of platform cars, with the "A. R. McMaster" engine, was awaiting them. The run up to Woodbridge was done easily at the rate of twenty-five miles an hour, though the grading on this portion is perhaps heavier than it will be on any other part of the whole line. Beyond Woodbridge, the train ran up as far as the track is laid, within a mile and a half of Bolton's village. The work of ballasting on this portion is proceeding vigorously. Two engines and a number of trucks are kept constantly running. The road bed to the village is completed, and by Wednesday the engines will reach there. The party had ocular demonstration of the ordinary working capacity of those engines, which in certain quarters have been derided as mere bumbles, quite unfit to stand the stress of work that would be required of them. In ballasting, eight cars with over twelve tons of gravel on each, is the ordinary load, and are moved with ease. Traffic on the line between Weston and Woodbridge has already begun. For the last week Messrs Gooderham & Worts have been receiving Milwaukee wheat daily over the line at their mills at Pine Grove, and sending back flour at the rate of about fifty tons a day. This, of course, is only a beginning. The regular freight cars have not yet been placed on the line, but will be shortly. They are being built at the establishment of Messrs. Dickey, Neil & Co., as also are the passenger cars. These latter will be of the same style as those on the New York Central. It should be mentioned that the cars are very little narrower than those on broad gauge lines. They lie much nearer the track, and consequently can be made relatively broader without increasing the danger of their capsizing. The result of the observations and examination of the party was to convince them, as the deputation from Grey was in like manner convinced a few days ago, that the capacity of the line will be fully equal to all the demands that can be made upon it.

On returning to Woodbridge, a cold collation was served at the Woodbridge Hotel. The President, Mr. Gordon, occupied the chair, and Hon. John McMurich, the vice chair; and the toasts appropriate to such a gathering were duly honoured. In responding to the toast of Her Majesty's Government for Ontario,

Hon. M. C. Cameron expressed the confidence he had in the narrow gauge system—a confidence which he had always entertained.

it away at a rapid rate; the surface, day by day, becomes thinner, until at last the narrow wheels cut this, others follow, and the whole roadbed if not destroyed, is rendered almost impassable.

Had a small quantity of metal been added each year to the centre, the water would have run off and the roads been kept in good condition at a comparatively trifling expense. There cannot possibly be a greater waste of public money than by allowing macadamized roads to lose their rounded form and thus retain water.

The time has arrived when a great deal more attention must be devoted to the state of our city thoroughfares. Front street should be made either a Nicholson pavement or paved with round stones—and the heavy teams of Messrs. Shedden and Hendrie should be required to have wheels at least six inches wide. Whatever pavement be adopted—it is the narrow wheel that does the mischief, and this is so thoroughly recognized in England that heavy vans with six inch tires are allowed to pass over macadamized roads, toll free.

In eight out of every ten streets in the city at the present moment, the centre is a pool of liquid mud. This, in the opinion of medical men, has produced an unusual amount of typhoid fever, and should frost not soon come, the consequences may be fearful.

In a few weeks the citizens will have an opportunity of saying whether they approve of this state of things—if they do, let them return our present Aldermen and perpetuate the reign of

KING MUD.

Toronto, Dec. 3, 1870.

## THE SALE OF POISONS.

(To the Editor of the Globe.)

DEAR SIR,—I presume great interest is being taken by druggists throughout Canada in the proceedings lately instituted by the Informer Mason, against a number of druggists in Toronto, for selling poisons contrary to law. This law (the gist of which appeared in your columns a few days ago) is certainly one of the most absurd attempts at protection of life which has ever been devised, and its early and complete repeal is a matter to be earnestly hoped for and looked forward to.

Is a doctor or a minister any better qualified than a druggist to determine the uses to which a person may apply poison after having purchased it? Or, do they keep any record of the name, occupation, residence, &c., of those to whom they grant these certificates? I believe the answer—No! will apply to both these questions. And I also believe that there is no druggist in the Dominion who would knowingly and willingly contravene the law as it now exists, if he could avoid it. But the thing is impossible! There is scarcely any article in the whole pharmacopoeia which can strictly be termed "innocuous," and one-half of the stock usually found on the shelves of a drug store might easily be termed "poisons." So that keeping to the precise letter of the law, a druggist would be compelled to give up his business and say with the Moor "Othello's occupations gone," or by infringing it, as in the instance now on trial, place himself at the mercy of any one who through spite or impecuniosity may see fit to visit him with the terrors of the law. Even now, while I am writing, occurs an instance of the inefficiency of the law as it now stands. A lady has just entered the shop and requested a remedy for toothache, with which she is at the time sorely tormented. I immediately (knowing her well) offer her a mixture—properly labelled—of chloroform, camphor, laudanum, &c., which I have reason to believe will at once give her relief, but which, if taken internally, would undoubtedly cause death. At the same time I know I am breaking one of the laws of the country by so doing, and am rendering myself liable to the infliction of a penalty. But what is to be done? Send the lady away to obtain a certificate from a doctor or minister, and meanwhile let her suffer! But, perhaps, she would be unable to find one, as is often the case in the country; and what then? Should I at once—setting the law at defiance and despising the penalty—administer instant relief? I do not hesitate to affirm, that numbers of somewhat similar cases occur daily to all druggists; and I further believe that they do, and will continue to do, as I have done—exercise their best judgment, use every caution, and trust to their lucky stars for a favourable denouement.

The remedy for all this trouble is very apparent. Repeal the present law, and place on the statute books in its stead the "Act introduced by Dr. McGill, in 1869, which pro-

had, therefore, told the committee thought he could be better spared.

Board than anybody else; and sure that his colleagues on the Executive Committee would do him the justice to believe that he would serve them just as well in the future, though not on the as he had done in the past. He was other reward for his labours than to enterprise carried through to a success, and he believed that the great future in store for the which it was intended to open means of this railway, and that in the up of that district and its connection this city the latter would also be benefited. He wished the road cut at the earliest possible day, in the possible way, and in the greatest efficiency.

His Worship the Mayor said that it would be a serious detriment to the success of this undertaking if a man possessing the eminent qualifications the last speaker were not elected one of the Directors of the Company. Mr. Cus had had great railroad experience great ability had been manifested on occasions, but particularly in the old in connection with this enterprise.

The President said that as the tee had been united in this matter he it better that there should be no discussion on the subject. He would mark that he was not himself present meeting of the Committee.

Mr. WILKES, on behalf of the ge who were present at the meeting, the Committee had entertained full estimate of the value of Cumberland's assistance as a member of the Board of Directors, and Cumberland had given his opinion to were on the Board this Company more or less identified with the Railway, and that his presence on might indicate a control which we however, be real. Nevertheless, Cumberland's assistance would all available, be (Mr. Wilkes) suggested him in some official position in valuable services would be available hear.)

Mr. TURNER said that he wished to distinctly to understand what were to vote for Mr. Cumberland or

Mr. ARDAGH felt sorry that he lost the benefit of Mr. Cumberland's ties.

Mr. Cumberland's name was not to be extended the time for voting to o'clock.

The President asked the meeting whether it would be desirable the election of the Directors, to have commencement of the work of construction, such, for instance, as the first sod, or whether it would be better at once in a business-like manner.

Mr. CUMBERLAND said that he thought the Board would be in on the 10th of D and if the Board of Directors decided reasonable rapidity who the contractors to be, the latter should be able work about the 15th. He was himself in opinion as to the best mode of doing the work, but he was rather in starting without any flattery. He those present to think over the matter.

His WORTHIP, the Mayor, thought they were to commence with some meeting up the line—a dinner, and would all go into the work with him.

The President said that he wished mark that Messrs. Gooderham & Vinger been the first to subscribe for this road, he had asked Mr. Worts himself to be proposed as a Director. Mr. Worts had told him that he could on any account accept office.

The meeting then adjourned to o'clock, when it re-assembled, and the members reported the following:—The duly elected Directors for the year:—Messrs. Frank Smith, D. Edgar, John Turner, Robert Sparr Wilkes, W. H. Howland, S. E. Noah Barnhart, and W. D. Ardagh. At a subsequent meeting of the Mr. Frank Smith was unanimously President, and Mr. Anson P. D. President of the Company.

## HUDSON BAY COMPANY.

The report of the governor and of this company states that the H ships have returned in safety from Moose factories. As had been the cargoes are below those of years, but the amount by which fallen off is less than expected, to account the disturbed condition of the Indians from the manifest