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TORONTO, GRAY AND BRUCE THE WAY

### ANNUAL MEETING.

The annual general meeting of the Share, holders of the Toronto Grey and Brace Brillway Company was hald yesterday at the offices of the Company, corner of Bay and Front Streets, M. John Gordon, President of the Road, in the char. There was a full attendance of Directors and Shareholders.

The Secretary submitted the following re-THE STATE OF THE S port :-

#### ANNUAL REPORT.

The President and Directors of the To-troite, Grey and Bruce Railway Company have the honour to submit to the Share-holders the first annual Report, and with it to lay before them the balance sheet of re-ceipts and expenditured with the report of the Anditors thereon; also, a detailed report from the Chief Engineer of the progress of

the works.

A very few words will suffice to explain A very tow words wan stince to explain the present position and prospects of the undertaking. The Directors hope that the steps they have taken will enable thou to open the line as far as offenges the before the end of the year, and to Atthirt within a few weeks after the Spring thew has enabled them to resume active operations.

them to resume active operations, s.

The Directors in the spring of the recent year deputed two members of the Brand to proceed to England with the view of purchasing rails, and if possible to place the bonds of the Company as part payment with the manufacturers. Owing however, to the brisk demand for rails in England the manufacturers would look at nothing but cash, and they consequently made their purchases upon a cash basis. They do not regret this step, as by this means they obtained better terms with the makers. The sevuduess of the undertaking has been insuffested to them by the fact that they have helt several offers to take the homis of this Company, which, although by means low, give evidence of the soundness of the undertaking.

The Directors would unge upon their suc-

The Directors would urge upon their arccessors the advisability of proving forward to Kincardine and Owen Sound, and not to rest content until they have made the Toronto, Grey and Bruce Railway, which it is now only in name, a fixed reality.

The Directors cannot close this their final report without recarding their obligations to Carl Phil, Esq. Government Engineer to the Norwegian Enliways, for various papers and much valuable information supplied by him during the early history of this Comman, a well as for his kind attentions to these li-rectors who visited Norway in June of this

JOHN GORDON, President.

#### AUDITOR'S REPORT.

To the President and Pireciers :-

Gentlemen, -We have respectfully to report the completion of our and it of the highest and accounts of the Company, for the term ending the 7th of September 19st. We have ending the 7th of September ivet. We have found the respective books carefully and accurately kept, and your briness transactions correctly and properly recorded. As the result of the audit we herewith report a general statement of the receipts and expenditure for the term so ending Sopt mber 7th, which exhibits in a comprehensive form the condition of the fluencial affairs of the Company at the precent time.

We remain gentlement

We remain, gentlemen, Your obedient servants,

(Signed) G. A. BARBER, SAMUEL SPREULL. Toronto, Sept. 13th, 1870.

Statement of Receipts and Expendence .. the Toronto, Grey & Fruce Railway Company, for the term or 750 ... September, 1870.

RECEIPTS.

necessary redding stock finished, 5 locomotive engines upon their road and 3 more ready for their road such a whole of the materials delivered to enable them payous altouther whole of fights lift miles held in a comple of months of the opening of the weather next spring. I see no reason whatever to doubt the whole of this being realized.

I have the honour to be, gentlemen,

Your obedient servant EDMUND WRAGGE. Chief Engineer.

Mr. A. R. McMastes called the attention of the meeting to the fact that, the vote of last Monday against the by-law hal only been obtained by Mr. Gordon's voting on certain shares held by him as President in trust for the Company.

Mr. Gordon explained that Messis. Robert Walker & Son originally subscribed for 103 sheres, on the understanding that they might if they chose surreader them to the Company after paying the first instalment of 31,000. They exercised that option, and surrendered them to him in trust for the Company; and he (Mt. Gordon) Last Saturd by paid up the beaming guitalments from his own funds, and voted on them on Monday as his own. He also held 100 shares in frust for parties in Log. land, who had only paid one instalment, and in March lost he applied to the Board to rein earth 1933 he applied to the Savait to re-liese birn from all resconsibility for them which the Board o'd. He, however, resolv-ed to keep them bireself, and on Saturday poid up the instalments due, and on Monday oted upon them.

Mr. McMasar objected to this proceeding on the part of Mr. Gordon, and kald that it was illegal, and that the by-law was carried by a majority of 146 votes.

The CHARMAN then moved the adoption The Cine saws then moved the adoption to the Reput that had been read by the Secretry. He entered at some length into an attement of the position of the works and the proup ect of the 'Roal' being opened this fall to Orangeville. He class explained the character of the negotiations for a lown with Hessis. God lethim & Works, with certain parties in Monteet, with Mr. George Stophen in I indon, and with Messis. Exactly, if Myrchetter. He compiled strong-(i., of Marchatter. He compliced strong in To.out n. not communicating with Mr. I add w. Mr. Shedden and bir elf before concluding the arrangement they had made for the hypothese tion of the bonds; and he seflect I strengly on the character of the timesection with Mauris. Blakie & Alex-

Mr. HOMEN, Parister, seconded the mo-

Mr. McVarrer, in reply to so or of Mr I abilian at the meeting on N Mr. McMaffer, in reply to so let marks of Mr. I allow as the meeting on Monday, read extract from a letter he hill stat to Mr. Fox, the Computing Engineer of the Compuny, in proof of the entire groundlerings of the I rellaws, change that he had neutr. I did he efforts of the deputation in England.

Ber. I . Dr Aw spoke at come length in consurs of the and not of his order part in Can-ala while he was almost in England and ord vouced in show that the arrangement 10136 W. 1 Mast Goodsith in & Worss, befor the deputation left, was much more adversions for the Company than that of More a Distance & Flexauder,

Mr. McMas en caid that in consequence of the vote of Monday, Means Blackie & Alexander's clients had declined to proceed with the long; so the Company was now exti cly at liberty to make any new arrangement it de '-d.

Hee. Geo. Brown said there was one by ye ir not ry point about all the cruain-al organd rection actions directed by mea-ber of the Board arainst each other that, we self how soil of each other true, it only arousted to errors of judgment and irreguhatity of procedure. No mesconduct, no hand, no welful wro sgains the Company wrich of by saybory agricult anyboly else. Traduds of the Company were intot; the works were going on vigorously; radell wir out exception, had perfees con tidence in the future of the enterprize ; and though the rate at which loans of money had been negotic' al war could be wonderful, could be not had been wonderful, could be not had been allowed the doubt that always borns

ARRIVAL OF THE SALLBOAT CUTY. OF HAGUSA (TWO TO BE BURITED) AT BOSTON FROM LIVER POOL.

(Correspondence for the N. Y. Herald.)

Boston, Sept. 8, 1870.

The two nautical adventurers who set out to cross the broad Atlantic iz a tiny miniaturs praif of less than two tons, arrived safely at this post this teresing, having been ninety-nine days from Liverpool and eighty from Queenstown. These voyage, as may be amplosed, has been attended with numerous perils, land as an instance of daring it is probably the most remarkable ever known, even surpassing the Tamous woysge of the Red, White and Blue from New York to London a few years since. John Charles Brokley, a middle-aged Irish-

nan, and Nicholas Primorez, an Austrian, are the names of the two adventurers. They left Liverpool on Thursday, June 2, the occasion Liverpool on Thursday, June 2; the occasion of their departure being made a grand gala day, and thousands gathered at the wharves to bid them goodby and wish them a God-upeed. They took on board a quantity of corned beef and other preserved meats, 500 younds of coal, about 80 gallons of water and a ton of ballast. They cleared for New York, but Captain Buckley changed his mind efterwards and made for this port, which the port than govern or superpartially ns mind enterwards and made for this port, taking the northern course, or substantially the same one taking by the Cambria in her race with the Dauntless. Ten days were consided in the voyage from Liverpool to Queenstown, and upon arriving at the latter Queenstown, and upon arriving at the latter port she put in four days for repairs, leaving finally on the morning of Thursday, June 16, with the cheers and prayers of thousands. There were strong westerly winds almost from the biginning of the journey to the end, and two or three heavy gales. The most severe of these, however, was on Saturday night last, when the Ragusa was off George's Bank. Numerous vessels in that vicinity were wrecked at that time, but this little inspile craft, with not a plank in her overlaff an inch in thickness, danced around ou half an inch in thickness, danced around on the mad waves the whole night long, coming out all right in the morning with only the loss of the jib. The first thirty-five days of the voyage the weather was uniformly rough, and not for a moment during this whole time and not for a moment during this whole time did either Captain Buckley or his fellow tar enjoy the luttry of a stich of dry clothing. The water not only poured in upon them unm redully over the deck, but the berk enmuerded leaking badly and one man had to be constantly working the little hand pumps, which viey were fortunately provided with. With little or no sleep for days and wights in succession the adventurers became exhausted and weary, and with visions of a watery grave before them, they now began to repent of their singular unlertaking. A fire findled in the stove was speedily quenched by the dashing sea, and for three quenched by the dashing sea, and for three quenched by the dashing sea, and for three recks or more they had to subsist on raw recat and hard bread. Their best day's run, however, was, under these trying circumsinges, when they made 153 miles. Their dowert day's run eleven miles; but the average speed of the entire voyage was about four hearts per hour. When at length there came an interruption of a few days fine weather, and the exhausted men were about to induly in the rarity of a cooked most, they do govern that their kindling wood had been washed away. In vain they tried to kindle a coal fire with the few appliances at hand, and finally they gave it up in disquet hand, and finally they have it up in disquist and despair. During this melancholy frame of mind their spirits brightened one day by the sight of a floaving barrel, and when they picked it up it was found to contain half a dozen gallons of tar, an article nover more timely found in the hour of its greatest need. It not only served them for kindling fuel, but also was found useful for caulking purposes and the lasting dearth was very aconposes, and the leaking craft was very soon repaired. When in the neighbourhood of Cape Clear a couple of mammoth whales paid the voyagers a visit, one of them coming up alongside so unpleasantly near that Captain Buckley reached over and placed his hand on the intruder's back. They followed along some five outen minutes and then disappeared on the bring-deep, much to the satisfaction and joy of the adventurous sailors. On the 4th of July they encountered a heavy storm; but in spite of it they commemorated the

DUTTE That hear and devs, very few sales fruit day, however, there was parties to the few of refued for store and refued for store and parties are buyers at from 100 to 1

Euch are plentful. his at lic to 11 1-2c for are worth 15c to 18c.

PORK.—The packers fresh barrel pork, but no Last winter packing Mewly cured hams are ful, and find ready sal 20c; old stocks are exhi-BAIT.—The cupply of and the price has advan store and Northern Rail store and Northern Rail orn without change. I religied at \$1 60 per ba Hops are without ch.

Drigo Applet are of to so by single barrel.

Trade is active for the sections in nearly all kings altered. Sugars are ing demand. We notify the section of t

#### HIDFS, SKI

Trade in domestic is crease in the simply. ' cure't sid inspected, i been made at their for many western hider or are not in such reducat worth so: No. 2, 70; 1 Sheep and I about he has see worth the kins official, but the

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#### PROVINC

(Ey Telegr WH. BY, Sept. 14.-

Ambles, Box to 40c. 1 Ambles, Box to 40c. 1 St. 85 80 Larley in the Function to crypart of the week 85c to 90c; while them to accurate prior to La caused by the steel

SARIVA, Sept. 14.—wheat, for to \$1.
Barley, pc buth, 40c
50c, Potatoes, 40c
8c. Pork per 100 lb
86 50. Britin, 20c
Wood per co 4, 812
20c to 86c. Hev F
75 Wool, her 1 1. OWEN LOUND, Sont

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 taminas 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—lat, at the crossing of the river Humber, in the township of Vanghan; 2nd, in the excent of the Caledon mountain, extending over a dis-tance of four miles, 3rd; at the crossing of the Grand River, in the township of Amar-

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 46 feet and 12 trestle work spons of 16 feet each; the Grand River bridge, two spans of each; the Grand Liver Bridge, two spans of 63 feet cach and two spans of treet's work 25 feet each; and the Bayne Creek treatle bridge, one span off 40 feet, and ten spans of 20 feet each. There are a few treatle, all but two of which re small in size, the exceptions being one of tru usans of 20 feet each over "Duncha's Raine," and one of sevents palse of 20 feet each over "Educha's Bayine."

of 20 feet each over Brown's Ravine."

The contract for grading was placed in the hands of Mr. Frank Shanly on the 18th of November that, and since that time the work done by hime-kends over the whole 64 miles of line, sud consists of the whole of the clean as bong completed, the grubbing end bicket copy of being onished with the exception of say 20 miles in all, the fencing to the extent of alout 25 miles, the bridges and trailers over the first 40 miles, and half the grading culves, and cather grading over a distance equivalent to about 50 miles, and the delivery of the ties for the whole (1 miles). miles.

The tonks and tank houses are now in course of construction, and the wells are being sunk for the necessary supply of

The contract for ballesting and track laying has been awarded to highest Warloop & Co., of Erockylle, and they will have everything in read ness for commencing work this week.

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

The address are sometime.

The address are that I from Sir Charles For & Som show are that I,500 tons of rails and fish-places have been stready shipped or this formany, and that the quartity required for the whole of the line as far as Arthur will have left England before the end of the months of October.

Two iccomotives have strived, and are put together wasty for rouning, and a third is daily extected to arrive, which is on board the Eurocean. These have been built in England by the "Komside Engine Company of buttol, 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 throof these are to be ready during the correction wear. rent year.

The cars now in course of construction by Mest. Deskey, Neill's Go. consist of 40 plets in select of the select of

On the whole, I think the Directors may congratulate themselves on the fact, that within twelve months, or thereshouts, of their letting the first contract for the works, they will see 64 miles of live graded, 40 miles completed and ready for traffic the to elect a fresident and vice Fresident.

per cent for the tire the the thousand, and was terminable at any time on the morths notice. Mr. Brown declined to consure the Board for entertaining these offers. It is true, they were all at very high rates; but it was only a very small partien of the capital that was wanted in this way, and for a very short space; and it was all-important to have a rection 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 late | from these now demanded. How. they were new unembarrassed by any existing negotiations,—the directors sound have the coast clear to re-open negotiations—at 1 he did not fear but they would profit by the fact and secure a good arrangement.
Mr. Brewn concluded by urging carnestly on all concerned that by gones should now be cast saide and forgotten, and a new campaign for the completion of the road to Arthur extension through Bruce and Grey zerlously and unitedly entered appa.

Mr. John Micdonald followed in the same strain. He believed that they hal some of the very best men of the city on the Board, and that the Shareholders found nothing in what had been done to lemen their con idence in them. The fends that had broken out among them were deeply to be regretted, but they rested on nothing more than wounded feeing; and there was really nothing to prevent their all joining cordially together once more for the success of the enterprize. He and others had been induced to take stock-injthe road on the strength of the confidence they had in the gentlemen who con-stituted the Doard, and for one he would regard it as a great misfortone if any of them were to be left off the new Board. Mr. Me donald concluded by uring that Mr. Gordon and Mr. McMaster should retire and eures upon a list of gentlemen whom all their flords could a ree upon, and have hem elected by acclamation.

This chargestion seemed to be highly acceptable to the shareholders present but Mr. Laiday and others positively refuel to activies an any compromise.

Mr. I study here threw himself into the breach, and most handsomely agreed, for the sale of insmony, to make way for any gentheren whose election might scorre upant-

I we vacant certs we a thus obtained for new Direct on the high model discussion arose, and it become exident that nothing but a ballet would estite the trouble.

A motion of cordial confidence in the Pre-sident 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 assumeration for his services while the Company was not no weather than a fight of the services of the services of the services where the company was not to not the other nation that in its present stage; and the other part of the motion was carried.

Mesers. Heckins and Cattanach were then appointed Scintingers, and the ballot for new Lirectors proceeded.

At 6 o'clock the poll was closed, the votes counted. The scratiness in manual that the following gentlemen were clocked:—

I'r John McMurich	2,141.
L'r. John Gredon	1,437.
Mr. C cat I add y	1,435
Mr. Jc . bedie	7,418,
Mr. Wir. Cooderhom	1.4.
Mr. Wir. Cooderhom.	1.317
Mr. F E. Howland	1.957.7
Mr. John Morison	1.16.).
Hon. D. L. Macphe.con.	1,134.

Votes wefe also cast for Mesers. Thomas Voces we realso cast for Massyrs. Inourse Leavy, Noah Banbart, Frank Smith, John Tryler, S. A. Oliver, Capt: Thomas Dick, and B. H. Dickgon, but the numbers for these gentlemen fell below them given these

Protests were entered against one hundred proxy votes on stock held by Mr. King, and two hundred totes on stock held by the President in trust. The former wotes were not counted, the forther wore?

The new Board of Directors meet to-day

MCMaster reflections As we have grown as the control of the contro

Late ' security by sold uplers at a sacrilleo.

Comment. His be in very quick during the week, the only tale prepared being one of 100 briefs at 64 40 f. o. c. hite. Em. W lots selling as before at \$4.60 to \$6.750

WHRAT—We have not heard of a single transaction during the work. Stocks the field to be considerably retained to the first the result of the considerably retained to the first the result of the content of the first the content of t

21 Cato \$4.15. There is nothing further to report in the control of the control o

PRAS are abline picted, buyers and sellers widely apart in their views. The lacket loads were cliered at 650 floor, but no rall s are reported.

OATS confine trains a first reported.

OATS confine trains at five to 25c for car loads on he is a Small lots cell at the to 40c, which is placed, the praining the on the start of Market.

Rie nomine the the observe of supplies none thing a load of the car of the confine the confin

on idea. 3 on some on suppose none history.

Le really best following on the figure of the figure of

STR. W in " 1 5 at 1514, . 1 1 ag at \$3 to \$7.
PC 1216 as in good cupp 1, and worth 700 to 153 pec

Apples abundant solding about \$1.75 per bour 1. Water I mas. Hay religion of \$1.25 per bour 1. Indeed \$1.25 per bour 1. Indeed \$1.25 per Continued \$1.25 per continued

We groto:-	
FLOUR - SuperAne	
Spring Wheat, extrn 5 00 to 0-0	)
Fancy 5 15 to 5 :	٠
Extra 5 60 to 5	7
Superior Exten Nomited	
* Oatmeal 4 4) 10 4 1	5
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do, Midge P not 1 00 to 1 to	ú
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PEA9 0 60 to 0 0	8
RYP 0 62 to 0	6
BAY,	η
STEAW 6 00 to 7	C
LIVE HOGS 7 00 10 7	

### CATTLE MARKET.

There has benefit a large direct of celle and of a little equally than what was to red list week. The grant is noticed by the most of the list of list

Lange Are way rear and anxiously module of or, which has with an unward tendency. Ethnamaxine and tendency at the same and th

CALVES—Are now in very light kni.ely, and no sweat demand; they are worth 47 for other \$500 to the class; \$4 to \$2 50 for second-class.

\$1 50 to \$1 75. BARRIE, Sept. Spring, £1 co to \$1 to 50c. Cats, \$2c fo 10c to 12 c. Hide

GUETPH, Sept. wheat, per bush., \$1 03 Lpring, co. 53c. Peas, 55c t #1 03 Lpring, Co, Sile. Peas, 55c t Fggs, 11c to 19c-17o. Carry packed, Sheep nets, each, 3cc. Hides, per Sco. Hides, per to BZc.
CIPAWA, Ecpt.: bakers, \$6. No. ned, \$120. Fall Pers, \$60. Cals, Trime mers, \$12.

HAMILTON, Sept readwell, do, \$1 HAMILTON, Sept. Treadwell, do, \$1 \$1. Barley, prime to fee Capada fi-to fee Capada fi-27c to 28c. Combi

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Frour -- Superior 25 90; I an y, \$00. Line, yi vo to Coll 85 10 fo 95 for No. No. 2 West in, \$1 62 Co.

WBEAT Carada OATS -- Per 82 L BARLEY-Per 49 EUTTER-Dalry,

A 5 129-Pots, 85 PORK-Mess, \$0 pr'we, \$0 fo. PHAS-51'C'0 00

RECEIPTS-4.G.11 SHIPMENTS - No FLOUR-Market ally wechanged to a) 2" 20. Strong t at full rains. Exti roon at \$5 90; salle nominal, no sala o "1 22' respectly enda ezo capere W 'T' -A ::r' d. Koi.... OA's he'a it asc

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Exchange unch at \$1.01% coller la uncollected at \$1.01% coller la uncollected at \$1.00% collected at \$1.00

## 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 gnage, 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 termer will be built to Mount Forrest, ninety miles northwest of Toronto, whence it is proposed to bifurcate front of the castle, where they piled their it and run to Kincardine, on Lake Huren torchlights, and, with an abundance of and Owen's Sound, on the Georgian Pay: while the latter will run northwest from Toronto to Coboconck, 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 guage system, and having examined reports and taken testimony on the subject, were so favourably impressed with its suc-cess and its availability for their purpose, that it was decided to send a party to To-ronto to inspect the roads in operation there. Thursday afternoon, Salmon Shaw, Esq., President of the Buffalo and Spring ville 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 Domin ions in search of information. Teronto 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 wery courtesy, and expressed nore than a willingness to afford them every facility in their investigations. The

### TORONTO, GREY AND BRUCE ROAD

was melected 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 saps 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 ev-

#### THE ROTAL FAMILY.

#### QUEEN VICTORIA AT HALLOWE'EN.

The Dundee Advertiser of Nou. 4 reports from Balmoral as follows :-

"The time-honoured festival of Hallowe'en 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 Boar pool. 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 Maready fuel at hand, made a tremendous fire instanter. Dancing was at once begun by the stalwart kilted lads, who tripped a Highland reel, with blazing torches in their hands, with an energy and spirit rarely equalied 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 let to continue dancing in the iron ball-room the health of the Queen was drunk with true Highland bonours, and the different members of the royal family and the Marquis of Lorne were atterwards heartily pledged.'

### THE ROYAL MARRIAGE.

The Court Journal has the following apropus of the approaching royal marriage:

In the reign of Queen Anne, John Campbell, Dake 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 John Campbell, Duke of Arguie 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 Inversry, Mull, Morvern and Tyrie, Viscount Lochawe and Glenista, Earl of Campbell and Cowal, Marquis of Lorue and Kingtyre 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 (alterwards 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 Jehn Scott, who, in the year 1200, was presented to the bishopric of Dunkeld, who, by his eloquence and dili-ence, 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 I think it will be quite time on "reform" when we have made son himself devoted to the work of the ministry, so as to remove any cause of jealousy. At takes (laughter and cheers). Reform the proper time the Rev. Mr. Scott prepared something in the older Provinces, b a memorial which he presented to his Holiness, that it would be necessary to us it is meaningless. Do not, gen let our cry be Reform, but let it to which we are accustomed, except that every erything was reduced in size in proportion to rate from the jurisdiction of Dunkeld a public as one of the condidates for

#### MANITOBA.

#### THE COMING POLITICAL

The political campaign Manitoba by a large and entl ing of the people in St. Joh the 3rd inst. Mr. William 7 nan, was called to the chair Coldwell acted as secretary Ross having explained the meeting, Mr. Colin Inkster m resolutions which have alrea lished in The Leader. Address delivered by Mr. Alex. Begg Cunningham, Capt. Macdonal Major Powers and Mr. James them urging union and harmof past grievances and a gen promote the prosperity of th under the guidance of the able act over them as Lieutenant-Ge

Dr. CURTIS J. BIRD Was nex and addressed the meeting. H name having been brought 1 forward in connection with the was not my intention to have But having been asked I co come and say a few words. necessary for me to preface my saying that I am a Red River n such, have the interests of the closely at heart. My father's have the interests of th has received honourable ment others who have, in their day, the interests of the Red Riv (Cheers.) For myself, I may st that my desire and determ to follow in the footstep revered father, and those wi his name has been tor sociated—for I believe that in am acting thoroughly for the g country. (Cheers.) Our policy i have observed by the resoluti broad and liberal one. Our wis the whole people of the Provi now act as one people. (Cheers.) interests must, as far as possible ed into one. Sectional difference or creed—let us entirely forget a a party, our aim is, and must en good of our common country-the all who come here, and cast in among us. (Loud cheers.) the higher ground alluded to by that we are all Canadians. We have now all that we could r have expected in the way of repre institutions—if not more. We have the best form of gor under which we could live. (Che that remains for us to do is to de us lies for the good of the Province act fairly and honestly towards ea Our policy is, to do what is rightfair by man and man-and that pol prevail and tell best in the lo (Loud cheers.) There has been a g of talk of loyalty in the count few people in this Profince. Get I should like to know, who is party? I was born of British in this country—I am a Briti tiotism have been namued to me ancestors and I defy any man to he is loyal, and I am not (foud Another cry which has been hear is Reform. But, let me ask, what to reform? We are just enterin system of representative Governme



those in ordinary ase, 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 capasities similar to those of a jointed toy snake. In this recultarity, 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 sdapting narrow gauge roads to the cour. my passed over. It a hill is in the way, instead of grading over it or boring through it, the narrow gauge road runs around ft.

"In making the trip over the Toronto, Grey and Bruce all points were carefully noted by the practical and experienced gen-tlemen whe 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 On heavy as 108 feet to the mile were everyme 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 Bruge road. Several bridges were crossed on the route, one eight hundred feet in jength and speining a yery deep gorge. The saving in the lightness of their construction was remarked; indeed, on casual view, they looked like rather shackling 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 point in bridge structure must neces-parily result from the introduction of a nar-row gange for railroads.

### THE ROAD OF THE FUTURE.

"The impression made upon the minds of the party by their ride over the Toronto, Grey and Bette was, on the whole, most favourable. What they had heard of, they w in actual operation, and while some pparent errors in the line were taken note of, such as superfluous curves and faulty construction, these but aided in demon strating the facilities of the system and could be avoided on another road. We truthfully represent the general conclusion arrived at, after observation and consulta- and timidity conjoined. Realizing this, efforts were made to a

acrosed 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 us it is meanin Holiness, that it would be necessary to let our cry be erect, either in conjunction with or separate from the jurisdiction of Dunkeld a public as one of quod sacra or new bishopric, separating the And let me say 1 district of Dunkeld from Argyle. Pope, as was expected, regarded the pro-The posal of the pious and worthy prelate and granted the prayer of the petition, so that Acgyle became a separate see, with some of the neighbouring isles, such as Lesmore, 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 for the country (c humane man.' Then, and since, he has of families herecome down to posterity as 'the poor man's bishop, s) that in 1214, as in 1870, there identified with it were bishops who cared for their cure of glad to see such souls' (and from the peculiarity of the title if 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, then, on motion of which we infer is with careful tradition nated amid loud pointed out, and which Lorne and Louise the House of Com will, no doubt, visit, for a sombre, reflective lesson, so much in unison with the reposing 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 embfazoned 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 upborn 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

sulted with some system of repre ere equally with I think it wil "reform" when takes (laughter something in th my interests p against the idea will stand if rec 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 the country 40 or night, and if any tions to our platfor to hear them state motto is, fair play

> Mr. Donald A. S then, on motion of separated.

### MISCELLA

The Manitoban o condense the repor some interesting i which we copy :-

ST. NORBERT-ARCHIBALD .- Duri parish of St. Norb had a very handson of the residents of tul arch of evergr the main road, the i en masse to greet E 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, she whip When that failed she ally had recourse to some men hunting i Lapiere and her chil brought them into tl

ARRIVALS FROM T Mr. Adam McBeath & and Mr. John McKaj Both gentlemen, as here, have been at Albert Fresbyterian Katchewan. They be of the continued rays in some districts. At happy to hear, a very dians were vaccinated 29/11/2004 MILLS MEMORIAL ed satisfied with different play at

inches, and very probably aix guage considerably less may come in vogue. Mr. Bell, the consulting engineer H of the party, and a gentleman in whose opinions on mechanical subjects all whe thim have the atmost confidence, of a three feet a z inch road over a five teet mix inch road, is fully farty per eent., which tallies with the statements of some of the sblest engineers of the world that, taking the average of the circumstances under which railways are built, the cost will be afterwards comes the economy in working exp ness, the saying in wear and tear, &c., items which amount to more, in the long red, than the reduction in the cost of building. We are, certainly, impressed with the conviction that the narrow gauge States a complete net-work of local roads. Whether the idea will not, in course of ime, be extended to trunk lines, doing a heavy business, is a question; but for indicate the meritoriousness of his execudor, tributary, roads the adaptability of tion after the first few innings. His most he narrow gauge appears to be beyond peradventure. Experience has fully demonstrated the substantial economy of the system. Under it a road can cheaply taid and maintained the most difficult country, the saving in construction and maintenance amounting down the house. to from forty to fifty per cent., as the cumulative testimony of engineering talent, backed by experience, bears witness. We free to say, that the officers of the projected road from this city to Springville, who inspected the Toronto, Grey and Bruce, will make a report most favourable to the shoption of the narrow gauge for their purposes, and we consider it little less that three feet six inches will be the gauge of the Buffalo and span than that the road will be built at all; and of the latter fact there can be small doubt, the enterprising village which will be the southern terminus of the line is thoroughly in earnest. In this case, the Buffalo and Springville will take the initiative in the narrow gauge movement in this country.

#### THANKS.

"In behalf of the party from this counro special thanks to Mr. Edmund Wrigge, engineer of the Toronto, Grey da; Mr. Dodsworth, superintendent of T. G. and B.; and Mr. George Shears, the Rossin Rouse for courtesies ex-

Hale Storm was the name of one of the candidates for inheria ic an thinois county.

Pitceira's latend now contains 66 inhabiate. There are 90 in the day school and ly in the Nabbath sphool.

. of over-anxiety tion, when we say that, for tributaries to the spectators began to encourage him by main lines and local roads of short length, applause, and after a while he recovered inve a wider gauge than three feet of the high was a three bail same of of 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 miscres on the part of Cyrille Dion, who eventually pulled through, defeating his opponent, Amades Guillette, by 4 points. Then followed a game of 1,000 points, four-ball caroms, between Cyrille and German. between Cyrille and Garnier. The latter played excitedly for the first half dozen The latter innings, and Cyrille, fancying he would have an easy corquest, became rather carefound to vary nearly as the gadge. This less, Thus Garnier gained an opening, is of very great importance, in the start; and, speedily making a lun of 188, passed his antagonist. This run he followed with 72, 156 and 180, and the relative positions were: Garnier, 717; Dion, 513. The latter was now evidently nettled, and strove hard to retrieve himself; but the balls lie dealt so cavalierly with at the start would not will be in in system will result in making the United now respond to his desires. In the twenty: for freight, an seventh inning Garnier closed the game with a run of \$3.

The average of Garnier fails totally to had fallen between 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 River by seventy the latter in the course of the game, failing Co. are building but once and at every success 'calling

"Afterward he executed a number of lancy 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 fitteen 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 it, as no surveys a the Commissioner of Police for London, idea of its charact giving an account of the capture and con-viction 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 sountries to commit represent mot that the north

THE MOTTIO CHAPTER CAR happy to hear, a dians were vacci efforts were mad-Indians expresse service done ther by Rev. Mr. Nist

YFW FREIGHT A short descripti the freight brou tain Perry's flat esting. The car. Sept. by lailway, Frederic to the ca tral, at Chicago Western Railway the 19th Sept. T by the St. Paul' Henson, 124 mil thence conveyed teams to Fort Ab arriving on 3rd route being oper Hill, Griggs & Co. Benson and Fort was entirely ov had never been p Hecessath gers, the deter Dassage being due

and the accidents route is superior ; avoids the learfu place to Alexandr cart travel betwe boat, 110 feet on This vessel will spring, and her stirring season's merchandise. It voyage bacwaen Garry will be win five days for each St. Paul's within 1 Perry estimates t Fort and Fort Ab miles, and reports accomplished in hour of actual sai ten days owing to west winds He terms of the cou ceived from the I toms at Port Hur Custom Officers from the officers regular army, Ti age of this descrip exciting chartcter, ception to that ger regrets that he mi tunity for making river for the use of all reckoned by la fees to be pilots hi where the obstruct affluents, are to be from the common nothing beyond the

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haviu Globe's own words - "declaring in | dence of the people. " general terms the right of the Dominion "to determine the amount of all dev "penditure chargeable on the public "funds." Isn't this dreadial : But the wickedness of the thing is but half ex-General voted to add the following gentlemen who, in one capacity Start Clear Grit, Mr. OLIVER, of North tion, where a narrow-gauge train was in Oggett. Flobe : Had Mr. Macbonal voted agoinst Mr. OLIVER'S resolution: what Vice-President. The passenger cars of the then! But he voted for it; and vet he to it all ye unterrified washed. The Government accepted Lr. a philorin car. The road was found to OLIVER's rider! We humbly submit that be partially ballasted a couple of miles ) \$ 70 the fact of his being in company with beyond Woodbridge, which is a station sy consistent a Grit as Mr. Ohivmi ought some twelve miles from the Junction; and to relieve Mr. Sandfield Machonal D over this portion of the road, even under from all suspicion in this matter, even the disadvantages of incomplete ballastthough the Government were wicked ing and new vans, as high a rate of speed enough to accept the rider.

them. Would traise them to atter their was on the point of rebellion, becauseher leading men declared - the hard been treated unfairly, in a tinaucial point of view. Sy the Act of Union. Messr Howk and McLellan went into the all the man with Mr. Rose and Mr. LANGTON and the result was an egreenent affirming the right of Live Scotle to " better terms," Concessions were proposed and accepted, and Nova sectia dropped rapidly into line with the other provinces. The policy with quetated these concessions was prodest and politic. The only on the was were they constitutional Mr. Bearm, the eminent, who bed preslously armared it to be unnon-titutional to testile Quantity name in provincial regionic ald No: and the Globe now reperation: but the ing officers or the tright in England said The Government was sustained by the highest legal opinion of the realm as to the legality of ta action, and the political const quences 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 sina in connexion therewith in their blackest colour, we see nothing to justify the work of the artist, but rather the contrary. "Cow-

### THE TORONTO, GREY AND BRUCE RAILWAY.

At the invitation of the President and Subsequently the Attorney Board of Directors, a number words to the resolution: "No nurther another, have taken considerable interest "grant should be made beyond those in the narrow-gauge railway, made a trip "made by the Union Act, &c., for the over the Toronto, Grey and Bruce road "support of the Government or Legis- to within two miles of Bolton Village, on "lature of any of the provinces." What Saturday last. The length of line run could equal the iniquity of voting for over was alt. gether some nineteen or this resolution, particularly when we re-twenty miles. A Grand Trunk special member that it was moved by that conveyed the party to the Weston June-Calord i What, we may a k, would sait waiting. The engine used was the "A. R. "McMaster," in compliment to the late line not being yet ready the excursionists is condemned. And why: Listen were conveyed in brake-vans, short un | cars used for construction purposes, and as 25 miles an hour was reached. With The lasts of this case are of a mature the exception of the means used to overwhich if the Grits had any decenty in come the difficulties of the Humber valley there was nothing in the road or plaints in a subdued tone. Nova Scotia the mode of construction to attract particular attention. Here the advantages of the narrow-gange 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 his 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 berond 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 of Crathle on Sunday last. Although the Bolton village and the Junction during Queen regularly attends the Presbyterian the winter-indeed some frieght has worship when in Scotland, we believe she

selore them and behind them, our hear poils with vexation, and we hate to pen a vord. We have always clung to the nope Micawber like, that something would turn up for the oppressed French but that something has not vet 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 agains superior numbers with any chance of sac cass, 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."

## NARROW-GALGE RAILWAY AT

The special correspondent of the London Dully News, writing from Metz after the capitalation, 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 stege 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 wellknown Festiniog line, and that " it must have been of extraordinary unportance 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 tallen 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 himselfhe 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 ('hurch, which denies the validity of the "orders" of Presbyteriam ministers, she herself seems te 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 Co the Holy Communion in the parish church "ardice and hypocrisy" are strong already been carried ever the line between has not heretefere been a communicant, this

## ILY LEADER MONDAY

### CLUBS 1871.

TWENTY COPT OF THE WFEKL!

AND to one or to different at cresses the year, for Thirty Boliage.

TWENTY COPIES one year ....

Lists of Clubs recent thefore 1st January, 1871, will be sent free until that date. A copy of the Daily will be sent free throm your

### CONTRIBUSEMENTS THIS DAY.

C.a. a trank Rellway-Change of Time.

Home to seek-Royal Lyceron. Scotch Song- - Malti Active Girl Wanted. - Maltiana. Servant Wanted Dwelling House : . L .: To Carpenters and Bullders - James Poster & S. n. Lost- P. w rd. Toronto -apbath School Institute - Meeting The Protestan Boys Song Book-C. A. Backes.
"Xmas Cards-A. S. Irving.
Retiring from Business - Versick & Economic. Auger Blue, &c.—Kies Lewis & Son Sale of Miscellaneous Books.- F. W. Coule & Co. Chean Goods.--Thompson & Son's. Discount Hele-lingues & Co. Men's ant Boys' Coats—W. Taylor. Properties for vale—1. W. G. Winther. New Fruit—Thomas Griffith & Co. New Fruit-Thomas Griffi'h & Co. Toronto Money Market-Forbes & King--Bire Lewis & Son. Pire froms, &c-Bire Lewis & Son. Homogophy & Electricity—Dr. J. Adams. Radical Cure Trusses—Dr. J. Adams, 54 Bay Street

## The Leader.

TORONTO, MONDAY, DEC. 5, 1870

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#### "DOWN WITH SANDFIELD."

THE chief Opposition newspaper has declared this to be the leading article of Its political faith. Down with SAND-FIELD! Up with MACKENZIE and BLANE or, in other words. GEORGE BROWN For, Mr. Brown knows right well that he is a political failure himself, and that the people of Canada have had sufficient discorument to appreciate him at his proper words. The twin leaders, Mac-MENZIE and BLAKE, or BLAKE and MAC-RENZIE-whichever you like best-are put forward as mere catchpavs. Mr. Brown is using them simply to pull the cheshous out of the Ere. Should they get barried in the operation the original people of Ontario do not entertain. We terprises for assistance at their hands. JACOBS himself will come to the fore; and Brown will again rush boldly to the front to lead his followers to-de-truction. This is the game-leaving the inevitable consequences out of the calculationand in playing it what so necessary as to shout. "Down with Sandriend! The Attorney-General is very much in the way of the Grit. He does not think throughout, and the worst we can say o; that Gritism mean. Reform, and it is, him is that we regret he differs from in layour of the road and said that the therefore, necessary that he should be displaced, organied out, destroyed.

for the pursuance of this fabour of love the organ or the factionists undertakes parts-Chit ... At an arbana Machanian or Sheaked meanly out of the divisions The state of the market the pale of that Mr. Machanant was less section. Broken though the state of the state

Next: the Intercelontal Railway. Sir

A. T. GALT moved that the railway should be undertaken by the Government instead of managed by Commissioners, and that steps should be taken to make arrangements for its construction to travel over the line. with r spousible private parties. 🚪 Here, to be sure, was a splendid chance for Chibs of FORTY COPIES and upwards, son to one or to different addresses, one vote at one pollar and twenty-five cents each.

Mr. Sandetello MacDonallo "to throw Dollar and twenty-five cents each." "his vote into the scale and stop this riertile source of extravagance and peculation." But, no, he voted the other way. Horrid man! Thrice hor rid, because the Government voted that way too. Now, this is non a long to which every person can execute his own to it ment without much outside dictation. We know that there are a great many men of quite as good judgment as the conductors of the Globe who affirm that in no way could the Intercolonial Railway be constructed with the same economy and freedom from peculation as through a Commission. Ifad the Government undertaken the task- and it could not very well have done it -- and

> tal expenses in Nova Scotia from ten to six thousand five hundred dollars. Mr. SANDFIELD MACDONALD voted against the motion. We remember that yote distinctly. It was declared not only by the Government but by most of the Nova for their own sake, the people of Grey Scotia members that the reduced amount would vote for the bonus of \$400,000 was inadequate for the services to be performed. The Opposition knew nothing of the facts of the case, and only sought to gain a party triumph. Mr. generally, evidencing their value by SANDFIELD MACDONALD voted with the Nova Scotian majority, and, we dare say, structed it cost his firm as much to carry he has seen no occasion to regret the vote which he gave.

He is placed on the rack, in respect of vote to except Ontario from the general holds views on the subject of usury conscientious objection, induced by religious teachings of a particular character, taken to our own view of this subject bonalo's course has been consistent

Without following our contemporary further now, it is enough to say that its highly-wrought indignation is mainly to criticize Mr. Saupergan Macponanto's galed up against the Attorney General, votes in the House of Commons, with a not because of the votes which he gave and his gird, and to the interests of it the Glober gentlemanly way of saying Ontario. Jo Standy it - Symposiand Myo that Mr. Machonald was sometimes ab powers, in a brief of thirty years a sout from his place in Parliament. If Resonance of the control of the state of the second of accusation is the latter, second one is a few to the against a man who has been thirty province and he party, now a tenter and year to political life, and has the charge recreams. Who are no shall a Done of of the Province of Ontario largely on Ross Alderman Baytanand Dicker, and Troyance of Ontario largers of Meetrs, A. R. McMyster, Worts, J. Mon. Mar. et al. 2, 200 Meetrs, A. R. McMyster, Worts, J. Mon. Mar. et al. 2, 200 Meetrs, A. R. McMyster, Worts, J. Mon. Mar. et al. 2, 200 Meetrs, A. R. McMyster, Worts, J. Mon. Meetrs, A. R. McMyster, Worts, J. Mon. Meetrs, A. R. McMyster, Worts, M. Hownson, M. H

not probable that passenger trains will be put on before the spring. The directors are desirous of having the road thorough ly finished, fully buffasted, stations completed, and all the other details of work closed up, before inviting passengers

Of the entire success, such a must grad ing their cannot be the shadow of the sands of a doubt. Although lon padelly hell sted. Saturday's side over it was as pleasant as of the goage had been seven feet instead of three feet as all lowering the centre of eravity it is found or this to use much broader carriages on the narrow-gauge roads than many persons have fancied, and with quite as much safety as on the broadest gauge, These facts were borne ample testimony to in the speeches delivered at Woodbridge, tollowing the lunch which was given there under Mr. Gordon's inspiring presidency, Hon D. L. MACPHERson, whose whole railway experience has been on broad-gauge roads, trankly contessed the change which has taken place in the minds of railway men, and sought arrangements with private parties, not a single step would they have taken which reckless journalists like those of our contemporary would not have attributed to some ulterior motive or sinister purpose. We think Mr. Sand sinister purpose. We think Mr. Sand tributed to some ulterior motive or sinister purpose. We think Mr. Sand tributed to some ulterior motive or fear to tributed to some ulterior motive or tributed to some ulterior motive or tributed to some ulterior motive or fear tributed to some ulterior motive or tributed to some ulterior motive or tributed to some ulterior motive or fear tributed to some ulterior motive or tributed to some ulterior motive sample statement, and no uncontroverible engines against tributes to uncontroverible to uncontroverible or the many tributes and uncontroverible or tributes and uncontroverible or tributes and uncontroverible or tributes and uncontroverible or tributes a on the T. G. & B. R. R. board was not that he had not faith in the gauge or the company but that it was utterly beyond his power to discharge the duties of the position; and he expressed the hope that, and enable the company to extend the road to Owen Sound. Mr. Worts made an admirable speech on railway matters stating that before the road was congrain from the Grand Trunk to Woodbridge as from Sarnia to Weston, He The Attorney-General's votes on the had but little faith in canals, and hoped Interest bill are brought up against him. that much money would not be spent upon them Hon, M. C CAMERON also this question, because he refused to spoke in the same strain, and, in the course of an excellent speech, intimated provisions of the bill, and because he that the Government of which he is a member would be prepared to give conwhich, perhaps, the majority of the sideration to the demand of all such eahave always had respect for the Much speaking in the same strain tollowed; the universal expression of opinion being thorougely fevourable to the new enterprise. We must, howwhilst regretting that it has prevented ever, make special mention of applicatining such an Interest Bill as we the fact that Mr. McMillan. a desire. In this particular Mr. MAC- gentleman from Mount Forest who voted against the first by-law in that town, expressed himself most warmly people of Toronto had no idea of the amount of business it would receive when it reached Mount Forest We ought also to say that, though al sont in Grey, Mr. GEORGE LAIDLAW was not for gotten. His health was specially proview to shearing his recreancy to his har of those which he did not give posed, and, Mr. Worrs, being salid upon a respond for him, said he looked upon him as the king of railways in Canada,

The following gentlemen composed the party: Mr. John Gorney, President; Hon. D. L. Macpherson, Hon. M. C. CAMERON, HOR. JOHN McMURRE H. Mr. A. W. LAUDER, M. P. P., Capt. Dick. Dr.

WEEKLY LEADER, words, but they would be more effective Majesty supplied the diver service for the completation, consisting of the length two Hag ms. and two were a new the large Notwithstanding the way be there of the roads through the slew of the flere was a very good arrender of the purishioners. ----

THE GLOBIC CALSE.

APPENDIX THE PROPERTY OF A SECOND TO SECOND THE PROPERTY OF A SECOND TH

and the companies Comment

In the distinct of the summer for Outside legislature, the Observation as com-aconcol its usual tirade of educiny and dusted every person and thing connected Guardo Lucche Hans now summer for Action 18 Countries Legislance, the Orlow has compared the summariance of evaluating and the School of every person and thing connected with both Governments, and no one understands better then Mr. Brown the areof inflating the public mind, and giving a distance of the property of the many distances, and the summariance of the many power of the Government may pursue upon any question is certain to Missan, A H. selves. Vehatever course the Government, may pursue upon any question is certain to be denounced as foolish and anwise, and corrupt motives assigned. But the blob, does not stop at the fortuous perversion of lacts but is covarily caough to prefer libellous charges against the Government leaders, knowing that turks are distinctional or diversions to the covernment of the control of the covernment of the co to give a verdict in such cases. It was only last week that the Oldor was publicly convicted of the most false and Hodlelis charges against Sir John A. Macdoudd, by thrown out of Parliament by the vote of the people, in a reform constituency, Most of the leading Redormes will admit that the country has been, and is still introduced exasperated by these and unsern unious statements against the Government. The feeling was then, as it is now that Mr Brown was an impracticable, violent and unscruptious politiciam, under the mask of straight-laced sanctivy, and ever ready to appeal to the religious prejudices of certain sections. They could not but remember that when he set alongside of M. Cartier on the treasury benches, there was no world of their extravagance and extraption; no on the treasity behaves, there was no word of their extrawagance and e-ruption, nor did he, while a member of the Ex-culty-Government for a period of two years, make any effort to reduce expenditure; and even poor D'Arey [Metics was obliged to hear testimony that Mr. Brown was the mist us does member of the Ex-culty. By he displays a remarkable venom and assiduity in heaping charges of every kind and de scription upon two Premiers and their col-leagues. His whole and sole of legs is to leagues. His whole and sole other is to blast the character of these them, by fair those means or by toul. They must be destroyed, that means or by toul. They must be destroyed, that he matter whether the Gaseriment has been well administered by them or pit clock. Now in regard to the more destroyed to the more attacks of the many many forms and that the whole management of the clock of the more attacks of the many forms of the control of the control of the many forms of the clock of the opporent can scarcely point to evel any mistakes they have made. It would be difficult to mane one other man, in either Comme, Is-Parliament, who could have hangured Parliament, who could have inaugurated the new Government with so much example, and the result has been our having the enormous sum of \$3,000 met of our result. And the result has been our having the back of all this printing and care, and honest matagement. Mr. Sundreid Machandr is manached by the Government of the Mrs. Sundreid Machandr is manached by the Government of the matagement. The carry will make a said mistake if they do not rary provided a mistake if they do not rary large Mrs. Mrs. Sundreid in the work of reinfall at his analysis of the public of the public

Or a like character are the 67-bit plant as a line on Sal against the Premier and his solicings of being one the Government of territor. Perfect the his on Wis Alphable generally have not remodely the literature of the most of the constraint of the formation of the kind of the solicing of the kind of the ings—the 176 to unsernationally use their specific specif maintain that to set of men countries begin as carrell. The have size region and offseted every reduction in the past expenditure which was competitive and the different of the heavy of the size of the different Electures because of the different Electures because of the different Electures between the countries of Agriculture. No one knows heavy the different Electures and Electures of Agriculture. No one knows heavy the Mr. Reawn, that every clerk, in the other linearity and

LIST ( **VDVERISED** 

tv. Mary on, Geo

Callege, Francis C Callege, Francis C Callege, Archibeld Callege, Mr C Callege, Heavy C Callege, Messes, John C mineron, Messre, J & Bros Lame on Agrie Mess Lame on Mess And Lamphed, Arched P Campbell, Win Campbell, Win Lambooll, Miss Mage Jo-J Want

form varied ( age celebrate

in all other countries.

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

s. Storey's Conflict of

000 Mills Memoria

McMaster

day, becomes thinner, until at last the nar-row wheels cut this, others follow, and the whole roadbed if not destroyed, is rendered

almost impassable. Had a small quantity of metal been added cach year to the centre, the water would have run off and the roa's been kept in good condition at a comparatively briding expense. There cannot possibly be a greater waste of public money than by allowing macadamized roads to lose their rounded form and the static water. 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 Eng-land that heavy vans with six inch tires are allowed to pass over macadamized roads,

In eight out of every ten streets in the city 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 or 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 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 containly one of the most abourd attempts at protectionof life which has ever been devised, and its early and complete repeal is a matter to be earnestly hoped for and looked forwaid 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 hav-ing purchased it? Or, do they keep any record of the name, occupation, residence, &c. of those to whom they grant these cer tificates? I believe the answer-No! apply to both these questions And I also believe that there is no druggist in the Doapply 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 pharmacopea which can strictly be termed "hincouous," and one-half of the atook manally 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 husness and say with the Moor "Othello's compations gone," or by infringing it, as in the instance now on trial, place himself at the mercy of any one who through spite or impecunicity may see fit to visit him with the terrors of the law as the now stands. A lady has just entered the shop and request a remedy for toothache, with which the law at least the part of the law as the pand request a remedy for toothache, with which the law at least the part of the law as the pand request a remedy for toothache, with which the law at least the part of the law as the pand request a remedy for toothache, with which the law at least the part of the p now stands. A lady has just entered the aboy and request 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 convict was odding, and an emplaying myself. country by so doing; and am rendering myself lishle 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. ontain a certainage from a doctor of minteer, and meanwhile let her suffer! But, perhaps, the 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 dedance and despising the penalty—administer instant relief? I do not hesitate to affirm, that numbers of somewhat similar cases occur daily to sil druggists; and I further believe that they do, and will continue to do, as I have done exercise their best judgment, use every cantion, 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 in-troduced by Dr. MoGill. in 1869, which prosnould be drawn into the mans

had, therefore, told the commit thought he could be better span Board than anybody else; and anre that his colleagues on the E Committee would do him the justic ously in the future, though not as he had done in the past. 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 ting up of that district and its connect this city the latter would also be benefitted. He wished the road at the earliest possible day, in the possible way, and in the greatest de

efficiency.
His Worship the Mayor said thought it would be a serious detr the success of this undertaking it: man possessing the eminent qualific. the last speaker were not elected one Directors of the Company. Mr. Cuc had had great railroading experience great ability had been manifested on casions, 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 reussion on the subject. He would mark that he was not himself preser meeting of the Committee.

Mr. WILKES, on behalf of the ge who were present at the meeting, at the Committee had entertainful estimate of the value of Cumberland's assistance as a ber of the Board of Directors, s Cumberland had given his opinion t were on the Board this Company more or less identified with the Railway, and that his presence on the might indicate a control which we however, be real. Nevertheless, Cumberland's assistance would al available, he (Mr. Wilkes) suggested him in some official position in w valuable services would be available hear.)

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

Mr. ARDAGH felt sorry that the lose the benefit of Mr. Cumberlar

Mr. Cumberland's name was not c The former resolution was then by extending the time for voting o'clock.

The PRESIDENT asked the meeting sider whether it would be desir the election of the Directors, to have commencement of the work of con the road, such, for instance, as tur first sod, or whether it would be be on at once in a business-like manner

on at once in a business-like manner Mr. Cwmberlland said that he the tenders would be in on the 10th of D and if the Board of Directors desiressonable rapidity who the contrito be, the latter should be able work about the 15th. He was himsed in opinion as to the best mode of ing the work, but he was rather in starting without any flurry. He those present to think over the masever.

His Worder, the Mayor, thou they were to commence with some meeting up the line—a dinner, a would all go into the work with m

The PRESIDENT said that he wishmark that Messrs. Gooderham & V ing! been the first to subscribe for this road, he had asked Mr. Worts bimself to be proposed as a Dir Mr. Worts had told him that he any account accept office. on

on any account accept once.

The meeting then adjourned o'clock, when it re-assembled, and timers reported the following duly elected Directors for the year: - Messrs. Frank Smith, odge, John Turner, Robert Spra ilbes, W. H. Howland, S. B

Wilses, W. H. Howland, S. E.
Noah Barnhart, and W. D. Ardag
At a subsequent meeting of the
Mr. Frank Smith was unanimous
Fresident, and Mr. Anson P. D.
President of the Company.

#### HUDSON BAY COMPA

The report of the governor and of this company states that the H ips have returned in safety from Moose factories. As had been a the cargues are below those of years, but the amount by which fallen off is less than; expected, account the disturbed condition of try, and the consequent distraction

The introduction of the narraw 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 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 across of the narrow gauge beyond all rea 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.

having reached an advanced state of com-pletion, it was thought well that the p.o. prietors 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 share holders 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. Canada and C. Ca ments from attending:—Hon. M. C. Caraeron, Hon. D. L. Macpherson, Hon. John McMurrich, Mr., John Gordon, Mr. J. G. Worts, Mr. A. R. McMaster, Ald. Dlekey, Mr. A. W. Lauder, M.P.P.; Mr. G. W. Yarker, of the Montreal Bank; Mr. H. S. Howland, ker, of the Montreal Bank, Mr. H. S. Howland, Ald. Baxter, Mr. B. Homer Dix n, Caot. 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 essily 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. Beyord Woodbridge, the train ran up as far as yord 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 ke 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 had coular demonstration of the ordinary working capacity of these engines, which in certain quarters have been derided as mere hambles, quite unfit to stand the stress of work that would be required of them In ballasting, eight cars with over twelve tomot 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 Mesars Gooderham & Worts have been receiving Mil. Goderham & Worts have been receiving Mu-waukee 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 fraight dars have not yet been placed on the line, but will be shortly. They are being built at the establishment of Messrs. Dickey, Will to the sales are the passence of the built at the establishment of measer. Diokoy, Neill & Co., as also are the passenger car. 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. The Hardon Rosers the freely and cons. They lie much nearer the track, and conse quently can be made relatively broader with-out increasing the danger of their capsizing. The result of the observations and examinange result of the observations and examina-tion of the party was to convince them, as the deputation from Grey was in like man-ner convinced a few days ago, that the capa-city 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 McMurrich, the vice chair; and the toasts appropriate to such a gathering were duly honoured; In respond-ing to the toast of Her Majesty's Government for Ontario. -

Hon. M. C. CAMERON expressed the confi dence he had in the narrow gauge system—a confidence which he had always entersained.

sat from noon.

TORONTO, GREY AND BRUCE RAIL-

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; Switt v. Swift, 3 Kuppp, 303; Poutler 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 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 colemnized could not be held to override the law of demicile where there was express prohibition by that law. This was illustrated in the case of Egg v. Breck, in which it was held that the statute with regard to marrying a deceased wife's sister was so broad as to cover British sub-jects in all parts of the world. The Royal 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 The work between Weston and Bolton law of the country abroad provided no means whereby they could do so; they could then calebrate it according to English form, which would be valid With this view a law had recently one massed in mis view a law had recently one massed in signal legalising marriages in Aubassador's chapels, 4, Geo. 6th, c. 91, and 12 and 13 Vic. c. 68, Esle v. Smyth, 18 Brew 118, Sossex peerage case, 11 C. L. and C. 1521, Ring v. Inhabitants, 10 Earl 282, &c, were referred to. His leavned friend wished to see the law extended to foreigners, but they had to consider the law as its stood. It was absolutely necessary that there had a beauty of the second of t lutely necessary that there should be 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 partock of nothing of the nature of a manumission. Westlake's International Law. manningsion. Westlass linerisational by 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 foolieses, but they were slaves he might 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 produced, and the mar-riage was consequently invalid. Slaves were unable to enter into contracts of any nature

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. Kingstone followed on the same side,

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 forglife, but his subsequent acts did

considering at length the three questions: Did the father and mother of plaintiff in end to contract what we consider as marriage? Secondly—Were they capable of contracting such finarriage? 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 smarried twenty or thirty-times without scomings undersuche law. Then with regard to the conduct of the par-ties, the male slave, on attaining his free-dom, married again, proving that there had been no intention to form any such union in the first case, such as we call anarriage, but simply an agreement to constitute so long as their master allowed. The evidence of Judge Crump, taken before the commission, showed Modregor, in Shelford's Marriage and Divorce p. 363. The plaintiff americal to a love a law which, when produced we have a law which, when produced we have the marriage and I will be a law which, when produced we have the marriage and I were the marriage and I was a law when the law was a law was a